## RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR AL

JUNE 9, 1952

A.A.R. P. & S. Convention Number

# MPION ROP DOOR OPERATION...

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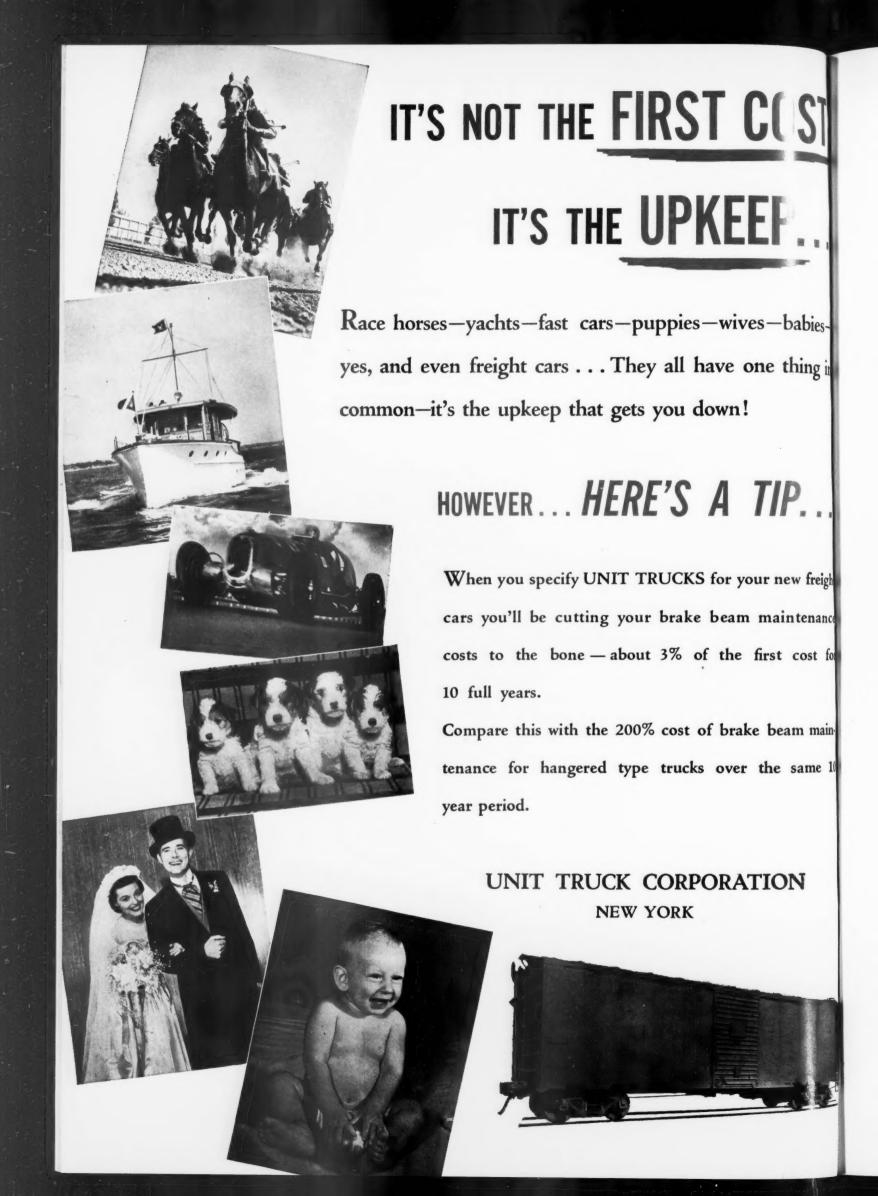
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#### CURRENT RAILWAY STATISTICS

CURRENT KAILWAT STA	11131163
Operating revenues, four months	s
1952\$	3,434,950,070
1951	
Operating expenses, four months	S
1952\$	2,677,624,722
1951	2,598,177,896
Taxes, four months	
1952\$	409,483,233
1951	375,476,456
Net railway operating income, for	our months
1952\$	
1951	251,321,653
Net income, estimated, four mo	
1952\$	
1951	153,000,000
Average price railroad stocks	
June 3, 1952	61.17
June 5, 1951	52.27
Car loadings, revenue freight	
21 weeks, 1952	15,230,773
	15,878,892
Average daily freight car surplus Week ended May 31, 1952 Week ended June 2, 1951	s
Week ended May 31, 1952	31,151
Week ended June 2, 1951	18,793
Average daily freight car shortage	ge
Week ended May 31, 1952	2,280
Week ended June 2, 1951	9,209
Freight cars delivered	
April 1952	7,403
April 1951	8,274
Freight cars on order	
May 1, 1952	108,270
May 1, 1951	155,871
Freight cars held for repairs	
May 1, 1952	97,566
May 1, 1951	91,505
Net ton-miles per serviceable co	
March 1952 (preliminary)	1,000
March 1951	1,061
Average number railroad employ	
Mid-April 1952	1,229,835
Mid-April 1951	1,286,802

PROBLEMS OF BUYING, storing and distributing the infinite variety and enormous quantity of materials and supplies which the railroads regularly use made up the agenda for last week's annual convention of the A.A.R.'s Purchases & Stores Division at Chicago. A detailed report of the proceedings begins on page 65. On the subject of purchases, Railway Age's regular summary (pages 45 and 46) shows that total railroad buying for 1952's first quarter was off about 30 per cent as compared with the same period in 1950. But the decline was almost solely attributable to smaller equipment commitments—and that's not at all surprising, considering the difficulty of getting steel to build equipment already ordered.

THIS WEEK, at Detroit, the Accounting Division of the A.A.R. holds its annual meeting—which will, no doubt, be shadowed by the death, last week, of the division's secretary, E. R. Ford (see news pages). A full account of the meeting will appear in an early future issue, while the articles on pages 60 and 61 of this issue are of special interest to accounting officers.

ONE OF THOSE ARTICLES, on page 61, is a discussion of the possibility of using scientific sampling techniques in interline accounting. It is based on recent experiments by the C. & O. which indicate that an extraordinarily high degree of accuracy—error percentages of less than one-half of one per cent—can be obtained in "sample checking" road-to-road divisions of l.c.l. rates and passenger revenues. In each case, the small monetary error was far exceeded by cost savings resulting from the smaller amount of work required. There may be, here, a whole new field of operating economy which seems well worth exploring.

"THE BEST PRACTICAL HOPE the railroads have ever had to win at least a large measure of the equality of regulation for which they have been contending." That, as this paper sizes it up, is the essential meaning of that preliminary report to the Transportation Association of America, which was summarized in last week's issue. The reasoning behind that conclusion is set forth in this issue's leading editorial, on page 51.

HOW THE K. & I. T. REAPS DIVIDENDS from an automatic boiler installation (page 53); a lifelike basis for firefighting tests (page 55); how the R. F. & P. uses a "needle" car in laying welded rail (page 57); how the Burlington schedules diesel servicing (page 58).

AT A

H. H. YOUNG, freight claim agent of the Pennsylvania, is the newly elected chairman of the Freight Claim Division of the Association of American Railroads. His election took place at the division's annual convention, which was held in New York last week and which will be reported in full in next week's issue of Railway Age.

In Washington

APRIL OPERATING RESULTS, just released and summarized in the news, were about as close to those for April 1951, all down the line, as it is possible to imagine. But the first four months of 1952 made a much more favorable showing against the comparable period of last year. All financial figures were up, but despite higher costs and taxes the roads were able to carry some of their larger gross down to an increased net.

INDICATIVE AT LEAST of the fact that Congress is beginning to pay some attention to transportation problems is the action of the Senate Interstate Commerce Committee in reporting eight, and of the Senate in passing two, of the many bills introduced following last year's committee hearings (page 11). Some of the eight bills reported would be helpful to the rails; of the two passed, one relates only to issuance of securities by motor carriers, but the other would further broaden the already too-broad "agricultural" exemption on truck transportation.

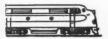
RAILROAD CREDIT may be improving, according to a recent article by Henry Ansbacher Long in the Commercial and Financial Chronicle. Mr. Long, reviewing purchases of railroad and other securities by investment funds — a subject on which he has several times written for Railway Age — finds that railroad securities moved up to second place in the purchases of such funds during this year's first quarter. In each of the last three quarterly periods, in fact, the number of funds buying railroad securities has exceeded the number selling them, but the ratio in January, February and March was exceptionally high, with purchases by 54 funds and sales by only 29.

IT IS RATHER HARD to visualize exactly what the country loses in a nationwide industrial strike. However, U. S. Steel reports that the closedown and reactivation of its Gary, Ind., and South Chicago, Ill., works during the recent steel crisis (an overall period of 20 days), left a "void" of steel adequate to build 135,000 automobiles, 50,000 farm tractors, 75,000 home refrigerators, 5,000 box cars, 100,000 lawn mowers, and 40,000,000 soup cans, plus a left-over sufficient to build another Empire State building. In cold statistics this would be stated simply as 410,000 tons. How much more the second strike which began last week will cost is, of course, anybody's guess.

"ALL THE RAIL TRAVEL YOU WANT within any nine-day period" is the British Railways' latest bid for business from trans-Atlantic visitors to Britain this year. For \$30 third-class, or \$45 first-class, visitors from North America may travel by rail as much as they please, using any service, day or night, operated by British Railways throughout the length and breadth of Britain, according to T. D. Slattery, resident vice-president of the British rail organization in New York. Only a few continental boat trains are excluded from the arrangement. A special ticket—which must be purchased on this side of the ocean—will be used just like a pass within the nine-day period stamped upon it.







## Transport Bills Get on Senate Calendar; Two Promptly Passed

Eight of the numerous bills introduced as a result of the Senate Interstate Commerce Committee's studies of domestic land and water transportation have been reported favorably from that committee, and two of them have been passed by the Senate.

The reported bills include S.2355, which would preclude filing by the government of complaints (like those in some of the so-called reparations cases) assailing the special non-tariff rates that the railroads accord the government under section 22 of the act; and S.2829, which would give the Interstate Commerce Commission authority to override state authorities and order the discontinuance of intrastate services found to be "undue" burdens on interstate commerce.

The Senate's prompt action on two of the bills came without debate on June 2, S.2357 and S.2360 being those it passed. S.2357 would relieve more trucking from regulation by providing for inclusion of horticultural commodities within the term "agricultural commodities" for purposes of the Motor Carrier Act's so-called agricultural exemptions

S.2360 would increase the amounts of securities which a motor carrier may issue without authority from the I.C.C. It would stipulate that the act's provisions covering regulation of carrier financing would not apply where the par value of the securities to be issued, together with the par value of the securities then outstanding, did not ex-

ceed \$1,000,000; nor to the issuance of notes of a maturity of two years or less and aggregating not more than \$200,000. Present provisions exempt issues of \$500,000 and \$100,000 respectively.

The other four bills which the Senate committee reported are these:

S.2354, which would add to the act's section 20(b) provisions whereby controlled or controlling stockholders of an involved railroad could be permitted by the I.C.C. to vote on the road's voluntary plan of financial reorganization.

S.3161, which would set up, under I.C.C. jurisdiction, arrangements for filing, for recording purposes, of equipment trust agreements and other documents evidencing or relating to the lease, mortgage, conditional sale, or bailment of railroad equipment.

S.2653, which would add to the act's section 22 a provision stipulating that the section would not apply to the carriage or handling of household goods by motor common carriers of household goods when such carriage or handling is for the United States government. The committee's report indicated that the proposed legislation was designed to eliminate unsound competitive conditions brought on by rate-cutting pursuant to section 22, which authorizes carriers to quote special non-tariff rates on government traffic. Commenting on the attitude of the I.C.C., the report said the commission did not oppose the "principle" of the bill, but it did raise

"the question of the advisability for removal of section 22 reduced-rate privilege from all forms of transportation in service to the United States, state, or municipal governments."

S.2364, which would authorize the I.C.C. to revoke or amend water carrier certificates or permits.

#### Report on S.2829

The committee's report on S.2829 said that the proposed authority for the I.C.C. to order discontinuance of intrastate services would be like the commission's present power over intrastate rates and fares. The report added:

"The problem to which the bill is directed is the difficulty and delay encountered by railroads in securing the necessary authority from a state regulatory body to discontinue unprofitable . . . services for which there is no longer sufficient public need to justify heavy operating losses to the railroads. . . .

"Without reciting individual cases, this committee is satisfied that state regulatory bodies have all too often been excessively conservative and unduly repressive in requiring the maintenance of uneconomic and unnecessary services and facilities. . . ."

Later on, however, the report included the committee's declaration that its decision to report the bill should not be construed "as meaning that all unprofitable operations should be discontinued." A railroad "has a definite responsibility to the people to fulfill their legitimate transportation needs," the report continued. It went on to call for more railroad enterprise and less reliance on abandonments and rate increases; and it recommended that the I.C.C. adopt a "show me" attitude in



"NOT BY CHANCE," a 33-minute color motion picture produced for the Pennsylvania by Unifilms, Inc., is now being shown to 18,000 maintenance-of-way department employees throughout the railroad's system as a contribution to advancement of safety. The film, which was awarded honorable mention by the National Safety Coun-



cil, is based on authentic case histories from the files of the Pennsylvania's safety department, and is expected to be the first of a series covering various departments, which will be produced for the railroad in the near future. Fifteen of the P.R.R.'s 19 operating divisions formed the background for the picture.

administering the new powers embodied in the bill.

The report also pointed out that the commission had advised that it could not perform the proposed new duties adequately with its present funds. So the committee told the Senate that, if the bill is passed, additional funds for its "implementation" should be appropriated for the commission.

#### Net Income for 1952 Reaches \$186 Million

Class I railroads in the first four months this year had an estimated net income, after interest and rentals, of \$186,000,000, according to the Bureau of Railway Economics, Association of American Railroads.

The 1952 figure compares with net income of \$153,000,000 for the first four months last year. Net railway operating income in the four-month period this year totaled \$290,914,109, as compared with \$251,321,653 in the same period last year.

Estimated results for April 1952 showed net income of \$45,000,000 compared with \$46,000,000 in April 1951. The April 1952 net railway operating income was \$72,312,900. During the same month last year the net railway operating income totaled \$72,689,501. In the 12 months ended with April,

In the 12 months ended with April, the rate of return averaged 3.88 per cent, compared with 4.34 per cent for the 12 months ended with April 1951.

Gross in the first four months of 1952 amounted to \$3,434,950,070 compared with \$3,291,838,624 in the same period of 1951. Operating expenses amounted to \$2,677,624,722 compared with \$2,598,177,896. Thus, gross was up 4.3 per cent, and operating expenses were up 3.1 per cent.

Twenty-six Class I roads failed to earn interest and rentals in the first four months of 1952, of which 12 were in the Eastern district, one in the Southern region and 13 in the Western district.

Class I roads in the Eastern district in April this year had an estimated net income of \$16,000,000 compared with \$14,000,000 in April 1951. In the first four months of 1952, their estimated net income was \$68,000,000 compared with \$41,000,000 in the same period of 1951.

Their net railway operating income in April amounted to \$29,743,687 compared with \$28,766,980 in April 1951. Those same roads in the first four

months of 1952 had a net railway operating income of \$124,948,658 compared with \$91,460,942 in the same period of 1951.

Gross in the Eastern district in the first four months of 1952 totaled \$1,-530,566,994, an increase of 4.3 per cent compared with the same period of 1951. Operating expenses totaled \$1.229,882,-723, an increase of 2.6 per cent. Class I roads in the Southern region

Class I roads in the Southern region in April this year had an estimated net income of \$10,000,000 compared with \$8,000,000 in April 1951. In the first four months of 1952, their estimated net income was \$43,000,000 compared with \$34,000,000 in the same period of 1951.

Those same roads in April had a net railway operating income amounting to \$13,878,643 compared with \$11,363,-118 in April 1951. Their net railway operating income in the first four months of 1952 amounted to \$58,213,-421 compared with \$51,731,375 in the same period of 1951.

Gross in the Southern region in the first four months of 1952 totaled \$517,-495,207, an increase of 6.4 per cent compared with the same period of 1951, while operating expenses totaled \$375,169,858, an increase of 1.5 per cent.

Class I roads in the Western district in April this year had an estimated net income of \$19,000,000 compared with \$24,000,000 in April 1951. Their estimated net income in the first four months of 1952 was \$75,000,000 compared with \$78,000,000 in the same period of 1951.

Their net railway operating income in April amounted to \$28,690,570 compared with \$32,559,403 in April 1951. Those same roads in the first four months of 1952 had a net railway operating income of \$107,752,030 compared with \$108,129,336 in the same period of 1951.

CLASS I RAILRO	ADS-UNITED	STATES
Mon	1952	1951
Total operating		1701
revenues\$	847,478,130	\$ 851,552,893
Total operating		,,
expenses	667,433,379	666,715,647
Operating ratio-		
percent	78.76	78.29
Taxes	93,229,105	92,985,385
Net railway		
operating income		
(Earnings before		
charges)	72,312,900	72,689,501
Net income,		
after charges		
(estimated)	45,000,000	46,000,000
Four Months Er	nded April 30.	1952
Total operating		
revenues\$3	,434,950,070	\$3,291,838,624
Total operating		
expenses 2	,677,624,722	2,598,177,896
Operating ratio—		
percent	77.95	78.93
Taxes	409,483,233	375,476,456
Net railway		
operating income		
(Earnings before		
charges)	290,914,109	251,321,653
Net income, after	186 000 000	153 000 000

Gross in the Western district in the first four months of 1952 totaled \$1,-386,887,869, an increase of 3.6 per cent compared with the same period of 1951, while operating expenses totaled \$1,-072,572,141, an increase of 4.2 per cent.

#### Freight Car Loadings

Loadings of revenue freight in the week ended May 31 totaled 697,026 cars, the Association of American Railroads announced on June 5. This was a decrease of 64,621 cars, or 8.5 per cent, compared with the previous week; a decrease of 47,629 cars, or 6.4 per cent, compared with the corresponding week last year; and a decrease of 12,870 cars, or 1.8 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended May 24 totaled 761,647 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week	ended Sa	turday, May	24
District Eastern Allegheny Pocahontas Southern Northwestern Central Western Southwestern	1952	1951	1950
	130,953	140,066	142,817
	157,959	170,585	162,984
	57,006	60,715	58,253
	121,798	129,618	121,693
	126,239	133,220	121,184
	111,765	118,645	117,611
	55,927	58,950	56,384
Total Western Districts Total All Roads	293,931	310,815 811,799	295,179
Commodities: Grain and grain products Livestock Coal Coke Forest products Ore Merchandise I.c.I. Miscellaneous	40,832	42,282	40,043
	7,494	7,104	7,948
	128,677	137,027	143,572
	15,511	16,545	14,396
	40,048	50,050	45,797
	87,916	86,720	70,383
	71,224	76,117	85,392
	369,945	395,954	373,395
May 24	761,647	811,799	780,926
May 17	754,373	809,475	743,313
May 10	719,793	808,127	711,789
May 3	744,592	803,337	743,996
April 26	779,402	824,662	745,295

Cumulative total 21 weeks ....15,230,773 15,878,892 13,979,446

In Canada.—Carloadings for the seven-day period ended May 21 totaled 82,228 cars, compared with 81,466\* cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada: May 21, 1952	82,228	33,173
Cumulative Totals May 21, 1952	1,549,661	715,982

#### May 21 "Op" Settlement Approved by Wage Board

The Railroad and Airline Wage Board has announced its approval of the May 21 wage-rules settlement between the railroads and the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen and Order of Railway Conductors.

The board found provisions of the new agreement "similar" to those in earlier agreements involving operating and non-operating employees. It said the agreement was "approvable" under

existing stabilization regulations and orders, as well as under prior decisions affecting railroad workers.

Plans to extend "blanket authorization" to carriers and employees not parties to the national settlement to make similar wage-rules adjustments were also announced by the wage board. Details of the May 21 settlement were reported in Railway Age of June 2, page 12.

Meanwhile, the rules changes embodied in the new agreement have been extended to include the fourth operating union, the Brotherhood of Railroad Trainmen. The B.R.T. settled its dispute with the carriers back in May 1951, but its contract has now been amended to bring it in line with the May 21 settlement.

The carriers requested the B.R.T. to modify its contract "in order to have consistent rules applicable to engine and train service employees performing closely related work." President W. P. Kennedy of the B.R.T. and his wage-rules committee agreed to the changes, which they termed "minor ad-

These adjustments relate to the interdivisional run rule and the pooling of cabooses rule. The former rule will contain provisions for establishment of a national committee to handle disputes not settled through procedures of negotiation or mediation under the Railway Labor Act. The cabooses rule will provide that disputes not settled by mediation shall go to an arbitration board.

Elsewhere in the labor picture, the various rail unions have asked the Wage Stabilization Board for early issuance of a "statement of policy"

with respect to "improvement factor" wage increases.

George E. Leighty, president of the Order of Railroad Telegraphers and spokesmen for 19 unions, urged the wage board to adopt a "reasonable and fair policy permitting the negotiation of improvement or productivity increases." Several railroad unions have clauses in their wage agreements permitting them to seek these so-called "improvement factor" wage increases after July 1, provided the government's wage stabilization policy permits such increases.

Other presentations to the wage board were made by Eli Oliver, for the four "op" brotherhoods, and President Kennedy of the B.R.T. Mr. Kennedy told the board that wage increases based on increased productivity per worker and per man-hour are "a proven and accepted characteristic of American progress." The railroad workers' contribution to increased productivity has been substantial and "well above" the national average, he added.

"This board should adopt a general policy applicable to all workers, providing for realistic increases that fairly reward workers for their contribution to improved productivity," Mr. Kennedy said.

#### Edward R. Ford Dies

Edward R. Ford, executive secretary of the Finance, Accounting, Taxation and Valuation Department of the Association of American Railroads, died suddenly of a heart attack in the Georgetown Hospital in Washington, D. C., on June 3.
Mr. Ford, born in Washington De-

		Refrigerator	Television 17" Table	Gas Slove	Men's Suit	Farm Tractor	Boef
Cost of	Nem	\$390.00	\$210.00	\$200.00	\$35.00	\$2,150.00	\$4.45
Shipping	Points	Dayton, Ohio to New York City	Chicago, III. to Washington, D.C.	Kalamazoo, Mich. 30 Philadelphia, Pa.	Rochuster, N.Y. to Columbus, Ohio	Detroit, Mich. to New York City	Chicago, III. to New York City
Freight Charges	Old Rate	\$6.37	\$2.27	\$2.56	\$0.095	\$40.18	\$0.078
	Rate on May 2	\$6.72	\$2.39	\$2.71	\$0.10	\$42.39	\$0.083
Amount of	Increase	\$.35	\$.12	\$.15	\$.005	\$2.21	\$.005

INCREASED RAILROAD FREIGHT RATES put into effect last month will cost American consumers little more than one cent for each \$10 worth of consumer products they purchase, according to a detailed study prepared for the Eastern Rail-road Presidents Conference. The above chart of rate increases for

specific commodities also shows that freight charges, with or without the recent increase, are one of the smallest items of cost in production and distribution of consumer goods, amounting in many cases to less than one per cent of the retail price, and rarely exceeding four per cent of that price.

cember 12, 1906, was a graduate of National University Law School. He became associated with the Railway Accounting Officers Association in February 1926 as an assistant secretary. He was made secretary of the A.A.R. Accounting and Treasury Division in October 1934 and was appointed executive secretary of the association's Finance, Accounting, Taxation



Edward R. Ford

and Valuation Department in September 1944.

Mr. Ford was considered an authority on the standardization and simplification of railroad accounting and treasury practices and requirements and worked closely with the Interstate Commerce Commission and other government agencies.

#### Truck Rate, Classification Cases Dropped by the I.C.C.

The Interstate Commerce Commission has discontinued proceedings wherein it was conducting general investigations of motor freight classifications and motor carrier class rates. The proceedings were docketed, respectively, as No. MC-C-150 and No. MC-C-200.

The discontinuance, as the order put it, was determined upon after the commission's consideration of the records; and of such developments as the filing of the new National Motor Freight Classification, and "the publication and filing of new schedules of class rates applicable within extensive areas, to be subject to the new classification."

#### Southwest Roads Cited For Supplying Clean Cars

The executive committee of the Southwest Shippers Advisory Board, meeting prior to the board's 29th annual meeting at Fort Worth, Tex., on May 21-23, cited railroads of the southwest for their efforts to improve the "dirty car" situation. Later, in the general board session, it also was brought out from the floor that there was "much evidence of progress" by these roads toward supplying suitably clean cars for the commodity intended.

The executive committee voted to consolidate activities of the board's Clean Car Committee with that of its Car Efficiency Committee. It also recommended that I.C.C. Service Order

874, requiring heavy loading of grain products, be cancelled; that steps be taken to reduce delays to cars in terminals; and again called for sufficient steel to be allocated to support construction of 10,000 freight cars monthly. The board's newly-organized L.C.L. Committee reiterated its previous action recommending a separate division within the Association of American Railroads to have direct supervision over l.c.l. traffic.

Officers elected to serve the board for the coming year are: Paul T. Jackson, traffic manager, Enid Board of Trade, Enid, Okla.—general chairman; Douglas Orme, vice-president—traffic, Cosden Petroleum Corporation, Big Spring, Tex.—alternate chairman; Vernon W. Appleby, assistant traffic manager, Columbia-Southern Chemical Corporation, Corpus Christi, Tex.—general secretary, and J. W. Leggett, Dallas,

Z. G. Hopkins, special representative of the Association of Western Railways, was guest speaker at a joint luncheon with the Traffic Club of Fort Worth and the Fort Worth Chamber of Commerce. Said Mr. Hopkins: "We in the railroad industry are hopeful that the tides that have been running steadily in one direction for a dozen or more years, creating the necessity for recurring raises in rate levels, may have reached their height. But we will never escape the necessity to take in as much or more than we are compelled to pay out." He said 1952 should mark the fifth consecutive year in which railroad improvement outlay has well exceeded \$1 billion. "Such improvement policies," he said, "indicate that the railroad industry does not lack faith in its future.'

San Antonio was selected as the site for the next meeting, on September 23-25.

#### Senate Confirms Kennedy Reappointment to R.R.B.

The Senate on May 28 confirmed President Truman's reappointment of William J. Kennedy to the Railroad Retirement Board for a new term of five years from August 29.

Mr. Kennedy has been the "public" member and chairman of the board since April 1946. He succeeded Murray W. Latimer.

#### I.C.C. Reports on Passes Issued in First Quarter

During the first quarter of 1951, the Class I railroads issued 2,843,411 passes for use during the year ended December 31, 1951. The total included 2,271,011 term passes and 572,400 trip passes.

This was shown in a statement (No. 525) issued by the Interstate Commerce Commission. The statement was prepared by the commission's Bureau of Transport Economics and Statistics from special reports on free trans-



OUTSTANDING SENIOR CADET in the Transportation Corps unit of the Reserve Officers Training Corps at the University of Illinois, David J. Hansler (left), receives a National Defense Transportation Association

award from Earl B. Padrick, chairman of the Trans-Continental Passenger Association, Western Military Bureau. The presentation of a key, chain and scroll was made at a special review of the cadets.

portation which were filed pursuant to a commission order of December 12, 1950.

The reports were filed by Class I roads and the Pullman Company. The latter's report showed that it issued, during 1951's first quarter, 81,649 passes of which 23,394 were term and 58.255 trip passes. It was also noted that the railroad totals included 2,769 term passes issued by the state of New Jersey to its officials for intrastate travel. New Jersey, the statement explained, is the only state which issues passes directly instead of requesting them from the railways.'

The form of report on which the returns were made was like that used in connection with a previous commission call for information about passes issued in 1936. The accompanying table, reproduced from the statement, compares the railroad returns for 1951's first quarter with those for the like

1936 period. The statement noted that the decrease of 229,761 or 7.5 per cent in 1951's first-quarter total as compared with the 1936 figure was the net result of an increase of 53,818 or 2.4 per cent in the number of term passes and a drop of 283,579 or 33.1 per cent in the number of trip passes. The 2,769 term passes issued by New Jersey in the 1951 period represented an increase of 202 per cent, or 1,852 over the number issued in the first quarter of 1936. The 81,649 issued by the Pullman Company represented an increase of 252 per cent over the 23,178 issued in the 1936 period.

The commission's order called for reports for the whole of 1951 as well as for its first quarter. Only the latter had been received when the present statement was compiled; and "no attempt is made . . . to draw any general conclusions as to the relative generosity of the various railroads and the Pullman Company in the matter of free transportation," the statement



MOTIVE POWER TRANSITION on the Butte, Anaconda & Pacific. Two new 1,500-hp. general-purpose diesel-electric units have displaced steam locomotives that hitherto serviced

trackage that cannot be electrified. trackage that cannot be electrated. The road's 28 2,400-volt electric locomotives will continue in service, although the diesels may "pinch hit" for one or more of them too.

passes reported for the first quarter probably represent approximately 90 to 95 per cent of the total to be issued for the whole year"; but first-quarter trip passes "may be less than 25 per cent of the total to be issued for the year since the first three months are not the most desirable time for vacation traveling."

As to the amount of free transportation involved, it was pointed out that the number of passes issued is not a measure. "Some railway officials," the statement explained, "receive considerable number of term passes, some of which are never used. On the other hand some term passes are used very frequently."

To compare practices of individual roads, the statement had several tables showing such ratios as passes per \$1,000 of operating revenues; per 1,000

employee. The latter, the statement said, "is probably the best relative measure of the generosity of the various railroads . . . when allowance is made for variation in the ratio of term to total passes."

For the 12 roads which issued the largest aggregate number of passes in 1951's first quarter, the total-passesper-employee figures ranged from three for the Pennsylvania and Louisville & Nashville to 1.4 for the Union Pacific. For all Class I roads operating passenger trains, the range was from 6.9 for the Richmond, Fredericksburg & Potomac to 0.8 for the Lake Superior & Ishpeming. Seventy-six per cent of all such roads issued between two and four passes to all persons per employee.

#### **All Passenger Service** said. It also suggested that term revenue passengers carried; and per

		1	lumber of	passes issue	d
		All k	inds		
Class of recipient		Number	Per cent of total issued	Term	Trip
Carrier officers, employees and their families	1951 1936	2,762,752 2,940,770	97.2 95.7	2,202,878 2,130,762	559,874 810,008
Livestock caretakers and others provided for in published tariffs <sup>1</sup> and contractors engaged in work for respondent rail ways	1951 1936	12,825 36,586	1.2	7,681 8,926	5,144 27,660
Government officials (Federal, state, and municipal governments)	1951 1936	14,135 15,465	.5 .5	13,990 15,034	145 431
Eleemosynaries, clergy, educators, etc	1951 1936	12,892 24,779	.4	9,720 16,365	3,172 8,414
Directors, local counsel and surgeons, and all others	1951 1936	40,807 55,572	1.5 1.8	36,742 40,106	4,065 9,466
Total	1951 1936	2,843,411 3,073,172	100.U 100.0	2,271,011 2,217,193	572,400 8 <b>\$</b> 5,979

PASSES ISSUED BY CLASS I RAILROADS—FIRST QUARTERS OF 1951 AND 1936 COMPARED

#### S.I.R.T. Would Abandon

Because it "can no longer compete with city operated and subsidized bus service on Staten Island," the Staten Island Rapid Transit—a wholly owned subsidiary of the Baltimore & Ohiohas asked the New York Public Service Commission for authority to discontinue all passenger service, effective July 7.

In its petition, the railroad declared that its average annual total deficit has exceeded \$1 million in each year since 1946 and that its passenger operating expenses have risen to a point where they are now three times as high as its passenger revenues. In addition, since the competing city bus lines adopted a low flat rate fare in July 1948, the S.I.R.T. has lost more than one-half of its total passenger traffic. Even though the bus fares were raised to 10 cents on July 1, 1950, they are still from 2 to 22 cents below the basic railroad fares between the

<sup>1</sup> Includes transportation of 22,431 caretakers in 1936 and 67 in 1951. Passes are not used for transportation of caretakers and property. Such transportation is regarded as revenue transportation, the cost of which is included in the rates covering the charges or shipments for which caretakers are allowed.

same points, the company said, and added that continued operation of its passenger service would result in "exhaustion and dissipation of its assets."

P. K. Partee, general manager of the S.I.R.T., in announcing the abandonment petition, said the company had been negotiating with New York City officials for nearly three years in an attempt to have the city operate the passenger service. "We have made what we consider a very fair offer," Mr. Partee said, "but as yet the city has not made any definite commitment as to its position in the matter."

#### Court Rules on Through Routes and Joint Rates

Two Interstate Commerce Commission orders relating to through routes and joint rates were the subject of Supreme Court rulings last week. The cases were *United States v. Great Northern* and *Missouri Pacific v. United States*, and the commission came off with a win and a loss.

The adverse ruling was in the M.P. case. In that one, the Omaha Grain Exchange was defeated in its effort to obtain railroad rates on grain from western Kansas to Omaha, Neb., as low as rates from western Kansas to Kansas City. The Supreme Court reversed

a lower court's ruling, and said the I.C.C. acted "without evidentiary support" when it went along with the grain exchange. This case hinged on what is meant by the term "through route."

In the G.N. case the commission won its point. The high court agreed that the I.C.C. does have power to establish joint rates, and to prescribe divisions thereof, to help a financially weak railroad to meet its financial needs—provided the carrier already is party to a through route arrangement.

Both cases were by unanimous decision, and the opinion in each was by Chief Justice Vinson. In the G.N. case the court held that prohibitions contained in Section 15(4) of the I.C. Act do not restrict the commission's jointrate power generally. When, as in this case, the commission did not establish through routes, Section 15(4) has no application, the court said.

The I.C.C. had appealed a lower court ruling wherein the Great Northern obtained injunctive relief against a commission order. The order was one in which the I.C.C. prescribed the establishment of joint rates in place of combination rates between the G.N. and the Montana Western. The commission also ordered a division of revenues between the carriers to pro-



THE EIGHTH ARMY PRESS TRAIN goes onto a rail siding in Munsan-ni, South Korea, and gives a free ride to four soldiers—former railroad men—and their 14-year-old Korean companion. The train, a home-on-wheels for correspondents covering the peace talks, is pictured just six miles from enemy lines. Riding the pilot of the Japanese 10-wheeler are, left to right: P.F.C. Ernest J. Johnson, a clerk at the Munsan-ni Railway Transportation Office and former mechanic for

the Chicago, Burlington & Quincy; P.F.C. Gerald C. Erwin, a switchman with the R.T.O. and former fireman for the Aliquippa Southern; P.F.C. Richard M. Duran, also an R.T.O. clerk, formerly with the rail shipping department of the American Can Company; Lee Su Ree, their Korean mascot; and Captain Calvin D. Neptune, railway transportation officer at Munsan-ni and a former engineer for the Kansas City Southern Lines.

#### CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended May 31 were announced by the Association of American Railroads on June 5 as follows:

	Surplus	Shortage
Plain Box	17,814	653
Auto Box	150	7
Total Box	17,964	660
Gondola	962	654
Hopper	1,462	398
Covered Hopper	3	24
Stock	2,301	31
Flat	11	513
Refrigerator	7,826	0
Other	622	0
Total	31,151	2,280

vide financial help for the M.W., giving it more than it got under the combination-rate arrangement.

Practically all of M.W.'s revenue is derived from grain traffic originating at Valier, Mont. This traffic moves to Conrad, whence the G.N. continues the through shipment to market. Since the commission had found a public need for continuing the M.W. operations, it refused to permit abandonment of the line and prescribed the joint rates with divisions. (Railway Age, September 2, 1950, page 96.)

The G.N. sought by court action to enjoin enforcement of the commission's order. The district court granted such relief, but the I.C.C. appealed. The Supreme Court held, among other things, that the authority to establish joint rates is "separate and distinct" from the act of establishing through routes. It said the prescribing of joint rates in lieu of combination rates for service over through routes "is a proper form of regulation."

"The commission is empowered, in the public interest, to cause a redistribution of revenue between two carriers participating in transportation of through traffic," the court said. From the viewpoint of the national transportation system, it is all right for an independently owned rail line to be saved from abandonment by such a redistribution of revenue, it added.

"We hold that the district court erred in enjoining the commission's order as prohibited by Section 15(4)," the court concluded. It sent the case back to the district court for further proceedings in the light of this decision.

In the Missouri Pacific case the court said the I.C.C. was in error in finding that a "through route" from western Kansas to Omaha was already "established." The route is via the M.P. to Concordia, Kan., thence via Chicago, Burlington & Quincy. Having settled the through route matter, the

commission had gone on to equalize the ()maha rate with the Kansas City rate.

The M.P., which offers service to Omaha over its own line via Atchison, Kan., found itself short-hauled by the arrangement with the Burlington. It sought relief in court, and a three-judge district court upheld the I.C.C. In reversing this judgment, the Supreme Court said the "through route" finding of the commission went beyond the I.C.C.'s restricted power to prescribe such routes. The restriction is in Section 15(4) of the act.

A physical connection at Concordia does not aid in proving the existence of a through route, the high court said. The participating roads have not held themselves out as offering through service except to points short of Omaha.

"The logical conclusion of the theory advanced by the commission is that through routes exist between all points throughout the country wherever physical rail connections are available," the court added. Acceptance of this view would mean that acts of Congress since 1906 granting the commission only a carefully restricted power to establish through routes have been "unnecessary surplusage," the court said.

#### I.C. May Expand Use of Diesel Power

Stockholders of the Illinois Central have been told "not to be surprised" if the road orders diesel power for freight services. Most of the road's present diesel units are confined to passenger and switching operations.

Speaking at the annual stockholders' meeting in Chicago on May 21, President Wayne A. Johnston said savings from experimental use of diesels in freight service between Mattoon, Ill., and Evansville, Ind., were "more than we anticipated." Consideration is being given, he said, to application of diesel power between Meridian, Miss., and Shreveport, La., and on lines west of Chicago.

Mr. Johnston said he was still hopeful of ultimate development of a coalburning gas turbine locomotive, "but I am not as optimistic as I have been that it will come soon."

#### Transcontinental Freight Schedules Cut a Day

Westbound "transcontinental" time freight schedules from Chicago, St. Louis and west thereof were reduced by a full day, affective on various dates from June 2 to 8, inclusive, according to individual railroads and route combinations. This means fifth day arrival and sixth morning placement at California, Oregon and Washington points for freight out of Chicago, St. Louis and other interchange points and fifth morning placement for freight out of Twin Cities via the northern lines to Seattle, Portland and Tacoma.

Shortening by a full day was made

effective by the southern and central transcontinental routes effective June 3. by the Northern Pacific-Burlington June 8 and by the Great Northern-Burlington and Milwaukee on June 9.

Consideration is now being given to a shortening of eastbound schedules, with special regard to perishables.

#### N.P. Announces Policy On Oil, Mineral Rights

LeRoy H. Hines, vice-president—oil development of the Northern Pacific, has issued a statement setting forth the road's policy toward development of its oil, gas and mineral rights. The N.P. holds oil and gas rights on some 8,000,000 acres of land, about 3,200,000 of which lie in the newly discovered Williston Basin area of Montana and North Dakota.

The policy states that geological and geophysical work may be performed by oil operators who apply individually. There will be no charge for permission to do such work, but operators are given to understand that they acquire no preference right to a lease or other agreement by doing it.

The N.P. will enter into joint operating agreements on "reasonably" sized blocks of company lands and intervening lands owned or leased by oil operators, whereby the parties will share in production. But only in "rare" instances will the N.P. enter into agreements on a royalty or other basis not involving joint operations.

It is expected that, pending organization of the company's new oil development department, some time will be necessary to work out these joint agreements.

In the meantime, the railroad will discuss — on an individual project basis — the making of "dry hole" money contributions to operators desiring to drill on lands adjacent to those of the railroad. The structures of such land, however, must appear to have merit. If production is discovered, the road will discuss, first with the operators drilling such wells, arrangements for development and operation of N.P. and adjacent lands on a joint operation basis. But there is to be no prior commitment as to terms, the policy stipulates.

policy stipulates.

Mr. Hines said directors of the road have approved a sum of \$2.5 million that could be used for these purposes. He also said the road would not lease or make joint operating agreements on isolated tracts of land prior to discovery of production on other lands in the immediate vicinity.

#### L.C.L. Put into Official, Southern Classifications

Schedules whereby railroads in Official and Southern territories canceled "practically all" of their l.c.l. exception ratings and l.c.l. commodity rates became effective May 30, the Inter-

state Commerce Commission having failed to suspend them.

The effect of the cancellations is to make the new Uniform Classification ratings applicable on l.c.l. shipments, a commission notice pointed out. The new classification also became effective May 30.

The cancellations applied not only to l.c.l. traffic moving within Official and Southern territories and to movements between those territories; they also ended participation by eastern and southern roads in l.c.l. exception ratings on traffic between points in their territories and points in Western Trunk Line and Southwestern territories. Some 60 petitioners, including the western and southwestern roads, protested the cancellations, but the commission nevertheless refused to suspend the schedules.

"Division 2," its notice said, "has given careful consideration to the protests and has concluded that the cancellations should become effective. As pointed out in our fifth supplemental report in Nos. 28300 and 28310 (Railway Age, June 2, page 11), this action does not indicate approval of the classification items and rates, or any of them. All matters of classification remain open to attack by any interested party... or subject to investigation on our own motion at any time."

#### Shippers Sound Off At Short Line Forum

"Railroads either must improve l.c.l. service or yield it to trucks," was the opinion of shippers participating in the shipper-carrier forum, featured at the western regional meeting of the American Short Line Association at Green Bay, Wis., on May 22—the first meeting of the association's Western region ever to be held outside Chicago.

"It took one of our shipments eight days to get through the Chicago gateway. No matter how much I like you, my customers just won't put up with that kind of service," said one of the forum participants. "It takes longer to ship to Chicago now than it used to take to ship to New York," said G. L. Hadlock, traffic manager of the Holt Hardwood Company of Oconto, Wis

A unanimously adopted resolution urging intensive study of possible improvements for l.c.l. service was one outcome of the forum.

C. A. Miller, vice-president and general counsel of the association, pointed out to shippers that the Railway Express Agency contract expires in 1954.

He suggested a new contract under which the agency would handle l.c.l. in the same manner that express is now handled.

V. M. Bushman, president of the Ahnapee & Western, host for the meeting, and regional vice-president of the A.S.L.A., suggested further exploration into the realm of special highway trailers for transportation of flat cars. To a stated objection that this idea might meet with union opposition he replied, "I think they will approve of it if they see their jobs disappearing."

H. W. Hamilton, vice-president of the Manufacturers Junction, told shippers he favored a rule that would prevent crews from moving a car before the consignee has properly cleaned it. He also pointed out that mechanical load handling equipment frequently damages linings and floors of box cars. He said the use of fork trucks for moving box cars, or trying to force doors open or closed has taken many cars out of service for days on the rip track.

Mr. Miller warned members of the association that a proposed amendment to agreements with the Brotherhood of Railway Clerks "was the most clever and vicious thing I have seen in years. He referred to a clause reading: "Positions or work coming within the scope of this agreement belong to the employees covered thereby." Such a clause, he declared, might cause an officer who wrote a memorandum instead of dictating it, or who took a paper from a filing cabinet, to be charged with infringing on a clerk's work, with a resultant pay demand.

#### Thirty Railroads Receive **Amortization Certificates**

Certificates of necessity for accelerated tax amortization of facilities were granted to 30 railroads during the period from May 2 through May 22, the D.P.A. has announced.

Largest of these certificates went to the Pennsylvania and the Union Pacific. The former was authorized to write off in five years 70 per cent of facilities costing \$29,390,000. The U.P. was granted fast write-off authority for 70 per cent of \$22,330,000.

Other certificates went to the roads listed below. The percentage figure in each case indicates the amount that can be written off in five years.

Baltimore & Ohio, \$3,394,220-70 per

Baltimore & Ohio Chicago Terminal, \$840,336—55 per cent. Cambria & Indiana, \$630,000—55 per

Charleston & Western Carolina, \$102,-

920—40 per cent. Chicago & Illinois Western, \$70,500—

Chicago, Rock Island & Pacific, \$6,-Chicago, Rock Island & Pacific, \$6,-152,150—55 per cent; and \$1,401,300—

70 per cent.
Colorado & Wyoming, \$1,298,000—40 per cent.

Conemaugh & Black Lick, \$210,000-55 per cent.

Duluth, Missabe & Iron Range, \$1,-813,500—50 per cent; and \$126,000—40 per cent.

per cent.
Erie, \$451,000—70 per cent.
Illinois Central, \$6,547,638—55 per cent; and \$717,500—70 per cent.
Missouri-Kansas-Texas, \$2,900,000—70

per cent. Missouri Pacific, \$18,063,792-55 per

cent. New York Central, \$1,917,000-55 per cent.

New York, Chicago & St. Louis, \$2,-483,479—55 per cent; and \$1,720,000— 70 per cent.

Norfolk & Western, \$7,185,000-70 per

Northern Pacific, \$7,572,960-70 per

Oregon Short Line, \$34,076-40 per



A NEW SERVICE for Los Angeles-San Diego passengers has been added by the Santa Fe. This two-car train of Budd Company RDC-1 units makes two daily round trips over the 128-mile "Surf" line, supplementing the eight daily trips of the streamlined "San Diegans" and an additional round trip by a local train. A fast,

non-stop run for "commuters" trip in each direction-is scheduled at 30 minutes less running time than that required by the "San Diegans." For these trips, all seats on the two-car motor train are reserved in advance and a special reservation charge of 50 cents is made. (Railway Age, June 2, page 16.)

Pennsylvania, \$1,590,000—40 per cent. Philadelphia, Bethlehem & New England, \$3,070,000—40 per cent. Pittsburgh & Lake Erie, \$1,884,000—55

Pittsburgh & West Virginia, \$1,063,602 55 per cent.

Reading, \$10,630,012—55 per cent. St. Louis, Brownsville & Mexico, \$576,-

000—70 per cent. St. Louis-San Francisco, \$5,593,432— 55 per cent; and \$3,452,611—70 per cent. Southern, \$1,950,000—70 per cent. Spokane, Portland & Seattle, \$1,218,-

744—55 per cent.

Texas & Pacific, \$2,669,416—55 per cent; and \$1,800,000—70 per cent.

Virginian, \$5,275,570—70 per cent.

#### Steamship Lines' Pact Conditionally Approved

Division 2 of the Interstate Commerce Commission has approved conditionally a rate-procedures agreement entered by three steamship lines as members of the Atlantic-Gulf Coast-

wise Steamship Freight Bureau.

The specific condition imposed by
Division 2 will require amendment of the membership clause. The division said it should provide that any steam ship line operating in the same general territory shall be admitted to membership as a matter of right, and on the same terms as existing members. Previously, new members were to be admitted only with unanimous approval of the bureau's Executive Officers Committee.

The commission withheld entry of an order approving the agreement, pending advice that the applicants have assented to this condition and amended the pact accordingly. This agreement framed pursuant to provisions of the Interstate Commerce Act's Section 5a, and the case was docketed as Section 5a Application No. 15.

Present members of the bureau are Newtex Steamship Corporation, Pan-Atlantic Steamship Corporation and Seatrain Lines.

#### I.C.C. Merges Legal Staffs

The Interstate Commerce Commission has transferred to its Bureau of Law the Section of Law Enforcement which was a unit of its Bureau of Motor Carriers. The duties of the section are to provide general legal services to the commission and its staff in the regulation of transportation by motor carriers, the transfer announcement said.

It also announced that Allen Crenshaw and James A. Murray had been appointed to positions of associate chief counsel in the Bureau of Law. Mr. Crenshaw, who was an attorney in the bureau, succeeded to the position vacated by E. M. Reidy, who recently became chief counsel. Mr. Murray, who had been chief attorney of the Section of Law Enforcement, filled a vacancy created by the retirement on May 31 of J. Stanley Payne.

## First Quarter Purchases Total \$693 Million

Purchases by domestic railroads of all types of materials amounted to \$693,249,000 during the first three months of 1952, as shown in an accompanying table. During the equivalent period of 1951 purchases aggregated \$1,007,844,000. In March 1952, purchases totaled \$271,261,000. Commitments to purchase rolling stock amounted to \$95,879,000 in March and \$184,566,000 in the first quarter, compared with \$447,532,000 in the first three months of 1951.

Rolling stock placed on order last March included 371 diesel-electric locomotive units, 20 passenger cars and 5.619 freight-train cars.

#### 1952 RAILWAY PURCHASES\*

	March (000)	Three Months Totals 1952 (000)	Three Months Totals 1951 (000)
Equipment**	\$ 95,879	\$184,566	\$ 447,532
Rail	6,920	22,486	23,707
Crossties	11,003	27,063	18,382
Other Material	101,326	300,864	343,034
Total from Manufacturers	\$215,128	\$534,979	\$ 832,655
Fuel	56,133	158,270	175,189
Grand Total	\$271,261	\$693,249	\$1,007,844

<sup>\*</sup> Subject to revision

#### MARCH\* PURCHASES OF MANUFACTURED GOODS (EXCL. EQUIP. & FUEL)

	'52 Compare Marches (C	
Year	Amt. %	Change
1946	\$ 75,512	+ 58
1947	100,398	+ 19
1948	117,300	+ 2
1949	114,187	+ 4
1950	87,400	+ 36
1951	140,638	- 15
1952	119,249	

Mont	hs '	Compared to 51 and '52 Amt. %	(000)
Jan.	'51	\$126,651	- 6
Apr.	'51	144,046	- 17
July	'51	135,064	- 12
Oct.	'51	125,924	- 5
Jan.	'52	118,468	+ 1
Feb.	'52	112,696	+ 6
Mar.	'52	119,249	

	Months Tota Other Years (	000)
Year	Amt. %	Change
1946	\$213,636	+ 64
1947	287,108	+ 22
1948	319,241	+ 10
1949	329,488	+ 6
1950	233,092	+ 50
1951	385,123	- 9
1952	350,413	

#### March '52 Compared to Other Marches (000)

Year	Amt. %	Change
1946	\$3,250	+113
1947	6,779	+ 2
1948	8.822	- 22
1949	10,328	- 33
1950	7,704	- 10
1951	8.320	- 17
1952	6,920	
	-,	

MARCH* PURCHASES OF RAII	MARCH*	<b>PURCHASES</b>	OF	RAIL
--------------------------	--------	------------------	----	------

	h '52 Co hs '51	ompared to and '52	
Mon	ith	Amt. %	
Jan.	'51	\$7,918	- 13
Apr.		8,385	-17
July		8,831	22
Oct.	'51	8,679	-20
Jan.	'52	8,289	- 17
Feb.	'52	7,277	- 5
Mar.	'52	6,920	

	Months Tot Other Years	
Year		6 Change
1946		+145
1947	21,532	+ 4
1948	24,722	_ 9
1949	26,426	- 15
1950	23,023	- 2
1951	23,707	- 5
1952	22,486	

#### MARCH\* PURCHASES OF CROSSTIES

	'52 Compare Marches (	
Year	Amt. %	Change
1946	\$ 7,987	+ 38
1947	8,198	+ 34
1948	5,868	+ 88
1949	7.951	+ 38
1950	4,717	+133
1951	6.916	+ 59
1952	11,003	1

	hs '51	ompared and '5 Amt. %	2 (000)
Jan.		\$ 6,276	+ 75
Apr.	'51	6,971	+ 58
July	'51	8,436	+ 30
Oct.	'51	8,753	+ 26
lan.	152	8,320	+ 32
Feb.	152	7.740	+ 42
Mar.	'52	11,003	,

	Months Total Other Years	000)
Year	Amt. %	Change
1946	\$19,931	+ 36
1947	22,549	+ 20
1948	16,134	+ 68
1949	22,170	+ 22
1950	12,107	+124
1951	18,382	+ 47
1952	27,063	

#### MARCH\* PURCHASES OF OTHER MATERIAL

Other	'52 Compared (Marches (000)	to
Year	Amt. % Che	inge
1946	\$.64.275 +	- 58
1947	85,421	- 19
1948	102,610 -	- 1
1949	95,908 +	- 6
1950	74.979	- 35
1951	125,402 —	- 19
1952	101,326	

	ths	2 Compared to '51 and '52 Amt. %	(000)
Jan.	'51	\$112,457	- 10
Apr.	'51	128,690	-21
July	'51	117,797	- 14
Oct.	'51	108,492	_ 7
Jan.	'52	101,859	- 1
Feb.	'52	97,679	+ 4
Mar	152	101 326	

	Months Total	
and	Other Years	000)
Year	Amt. %	Change
1946	\$184,524	+ 63
1947	243,027	+ 24
1948	278,385	+ 8
1949	280,892	+ 7
1950	197.962	+ 52
1951	343,034	- 12
1952	300,864	

<sup>\*\*</sup>Amount placed on order

<sup>\*</sup>Subject to revision.

#### MARCH\* PURCHASES OF FUEL

	'52 Compared Marches (C	
Year	Amt. %	
1946	\$53,881	+ 4
1947	58,539	- +
1948	68,932	- 19
1949	58,007	- 3
1950	57.166	- 2
1951	58,490	_ 4
1952	56,133	

	hs '51	compared t and '52 Amt. %	(000)
Jan.			- 12
Apr.		53,897	+ 4
1 1	'51 '51	43,981	+ 28 + 14
Oct. Jan.	'52	49,154 52,900	+ 6
Feb.	'52	49,237	+ 14
Mar.	'52	56,133	

and	Months Total	000)
Year	Amt. %	Change
1946	\$154,538	+ /
1947	173,792	Name .
1948	212,585	- 26
1949	181.151	- 15
1950	139,323	+ 14
1951	175,189	- 10
1952	158,270	

#### MARCH\* TOTAL PURCHASES (EXCL. EQUIP.)

	'52 Compare Marches (0 Amt. %	(O)
1946	\$129,393	
1947	158,937	+ 10
1948	186,232	- 6
1949	172,194	+ 2
1950	144,566	+ 21
1951	199,128	_ 12
1952	175,382	

Mont		Compared to 51 and '52 Amt. %	(000)
Jan.	'51	\$190,459	- 8
Apr.	'51	197,943	_ 11
July	'51	179,045	- 2
Oct.	'51	175,078	
Jan.	'52	171,368	+ 2
Feb.	'52	161,933	+ 8
Mar.	152	175,382	

	e Months Total Other Years	
Year	Amt. %	Chan
1946	\$368,174	+
1947	460,900	+
1948	531,826	-
1949	510.639	-
1950	372,415	+ 3
1951	560,312	
1952	508,683	

#### MARCH\* INVENTORIES OF RAIL

March '52 Col Other March	es (000)	Months '51	compared to Other and '52 (000)
Year Ami	. % Change	Month	Amt. % Change
Mar. 1, 1946 \$21,8 1947 31,2 1948 37,3 1949 39,0 1950 40,5 1951 43,1 1952 48,2	392 +121 217 + 55 341 + 29 354 + 24 394 + 19 757 + 10	Jan. 1, '51 Apr. 1, '51 July 1, '51 Oct. 1, '51 Jan. 1, '52 Feb. 1, '52 Mar. 1, '52	\$38,278 + 26 41,880 + 15 37,821 + 28 42,182 + 14 41,981 + 15 46,153 + 5 48,289

MARCHE	INVENTORIES	OF	CROSSTIE
MAKCH"	IN A EM I OKIE?	Ur	CKO3311E

1948 98,843 + 1949 98,833 + 1950 105,934 +	12 Jan. 1, '51 \$ 83,804 + 29 6 Apr. 1, '51 87,624 + 23 9 July 1, '51 90,524 + 19 9 Oct. 1, '51 88,333 + 22 2 Jan. 1, '52 104,090 + 4
1951 91,400 + 1	8 Feb. 1, '52 104,057 + 4
1952 108,124	Mar. 1, '52 108,124

#### MARCH\* INVENTORIES OF OTHER MATERIAL

Other A	2 Compare Marches (C Amt. %	(00) Change	March '52 Compared to Other Months '51 and '52 (000) Month Amt. % Change
	\$435,455	1	Jan. 1, '51 \$526,865 + 32
1947	,.	+40	Apr. 1, '51 603,574 + 15
1948	577,078	+21	July 1, '51 669,550 + 4
1949	636,700	+ 9	Oct. 1, '51 701,572 — 1
1950	525,771	+32	Jan. 1, '52 683,203 + 2
1951	567,592	+23	Feb. 1, '52 695,555 ——
1952	695,614		Mar. 1, '52 695,614

MARCH* INVENTORIES OF SCR	AP
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March '52 Compared to Other Marches (000) Year Amt. % Change Mar. 1, 1946 \$11,542 + 67 1947 17,017 + 14 1948 16,409 + 18 1949 18,532 + 4 1950 12,922 + 50	March '52 Compared to Other Months '51 and '52 (000)  Month Amt. % Change  Jan. 1, '51 \$18,260 + 6  Apr. 1, '51 18,775 + 3  July 1, '51 18,221 + 6  Oct. 1, '51 16,550 + 17  Jan. 1, '52 22,374 - 14
1950 12,922 + 50 1951 19,887 — 3 1952 19,332	Feb. 1, '52 20,099 — 4 Mar. 1, '52 19,332

#### MARCH\* INVENTORIES OF FUEL

Other A	Amt. %	ed to 000) Change	March '52 C Months '51 Month		(COO)
Mar. 1, 1946 1947 1948 1949 1950 1951 1952	\$61,588 52,233 65,071 88,647 39,369 63,351 59,540	- 3 + 14 - 8 - 33 + 51 - 6	Jan. 1, '51 Apr. 1, '51 July 1, '51 Oct. 1, '51 Jan. 1, '52 Feb. 1, '52 Mar. 1, '52	\$58, <b>612</b> 62,299 63,944 63,193 57,842 57,957 59,540	+ 2 - 4 - 7 - 6 + 3 + 3

MARCH* TO	TAL IN	VENTORIES†
-----------	--------	------------

March '5 Other I	Compare Marches (0 Amt. %	00)	March '52 Compared to Other Months '51 and '52 (000) Month Amt. % Change
Mar. 1, 1946 1947 1948 1949 1950 1951	691,487 794,742 881,766	+53 +35 +17 + 6 +28 +18	Jan. 1, '51 \$725,819 + 28 Apr. 1, '51 814,152 + 14 July 1, '51 880,060 + 6 Oct. 1, '51 911,830 + 2 Jan. 1, '52 909,490 + 2 Feb. 1, '52 923,821 + 1 Mar. 1, '52 930,899

#### Letter from a Reader . . .

#### **Profitable Passenger Business**

HARRISONBURG, VA.

TO THE EDITOR:

I have subscribed to Railway Age since the 1930's, am a former railroader and will always be a 100 per cent booster for the railroads; therefore would like to tell you that your editorial "A Program for Profitable Passenger Business"

in the May 19th issue is the best you have ever published. Your publication is really the spokesman for the industry and I am very glad you have the courage to tackle this problem and try to awaken a large portion of the railroads' "brass" to the fact that there is money in passenger traffic, if they will only forget the I.C.C. formula.

C. G. PRICE, JR.

<sup>\*</sup>Subject to revision.

fAll total inventory figures taken from I.C.C. statement M-125 for the month indicated.



The new "Krane Kar."



Mobile crane pulls loaded trailer.

#### "Krane Kar" Trailer Transport

The manufacturers of the "Krane Kar," the Silent Hoist & Crane Co., Brooklyn 20, N.Y., have just announced a "Krane Kar" equipped with dual controls and two seats for the driver,



permitting the crane to work in narrow aisles without being turned around. At the same time the manufacturer stated that a three-wheel trailer has been produced for use as an auxiliary unit with the mobile crane. The trailer is available with solid or pneumatic tires.

#### Extensions for Truck Forks

Unusually long loads may be handled by Towmotor fork lift trucks equipped with fork extensions now available as standard accessories for 11 different truck models. The extensions are said to be easily installed or removed thus permitting the truck to retain normal maneuverability when not assigned to handling over-size loads. A locking feature prevents forward or backward movement of the extensions while side flanges hold them in place laterally.



However, the manufacturer, Towmotor Corporation, Cleveland, Ohio, recommends that where long loads are carried most of the time, lift trucks should be permanently equipped with regular forks of added length which are also available.

#### Letter from a Reader . . .

#### Supporting "De-regulation"

WASHINGTON, D. C.

TO THE EDITOR:

In Railway Age of March 24 you say that "Nobody, speaking in behalf of the railroads and in the public interest . . . has yet gone as far as the facts would justify in demanding 'de-regulation' of the industry."

I believe the Federation for Railway Progress is one organization that does not come quite within the scope of your comment, and I am attaching a copy of a speech that I gave to the Interstate Commerce Practitioners in New York back in 1949. We have maintained consistently that the Interstate Commerce Act needs drastic modification, and we have spelled out specific amendments which we have recommended before both the House and Senate Commerce Committees.

In my recent testimony before the Senate Commerce Committee in support of S.2518 and 2519, I devoted a good portion of my remarks to "de-regulation" beyond the scope of those two bills.

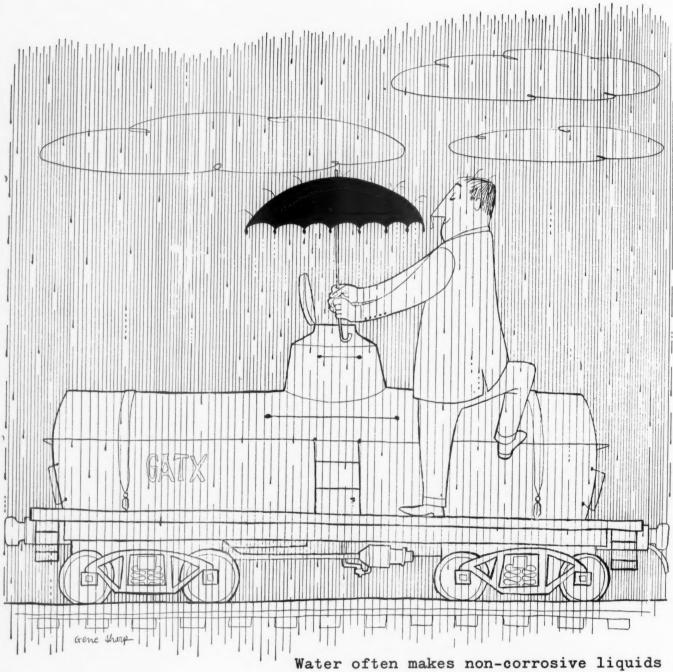
Although those who assume to speak for the railway industry, I am sure, will not admit it, I am convinced that we have had considerable influence in bringing them along as far as they have come to date in their support of "deregulation." I admit that the support is still timid and half-hearted and would disappear tomorrow if the I.C.C. would give the railroads most of what they ask without delay, but I consider it a mark of definite progress in an industry which has been regulated since 1887 when the president of one of its largest members finds the courage to tell a committee of the Senate that regulation has gone too far.

I believe the federation has been a leader in this movement to restore some measure of free enterprise to the railway industry.

R. M. DRYSDALE, JR.
Executive Vice-President,
Federation for Railway Progress

[Mr. Drysdale is, of course, correct in his assertion that he and his association have been quite outspoken in behalf of "de-regulation." So have a number of individual railroad executives. To the best of our knowledge, however, the spokesmen for the industry as a whole or any considerable segment of it have not, thus far, advocated the degree of "de-regulation" which circumstances clearly justify.— Editor]

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## RAILWAY AGE

4

#### THE T. A. A. REPORT - A MAJOR ACHIEVEMENT

An astonishing and heartening degree of agreement upon several of the major controversial issues in government treatment of transportation has been achieved by spokesmen for the rival transportation agencies and their customers. This agreement was secured by nearly four years of patient study, discussion and analysis under the auspices of the so-called "Cooperative Project on National Transportation Policy," sponsored by the Transportation Association of America. The "policy board" in charge of this project has submitted its report to the association's board of directors, and its recommendations for changes in federal laws affecting transportation were reported in last week's Railway Age, page 95—all these recommendations having secured the assent of a majority of the "panels" representing the different interests in transportation. On some of the questions at issue the agreement among the participating interests was unanimous.

This report, it should be emphasized, is not the final report of the T.A.A. itself. It is being given nationwide distribution, to serve as a basis for further discussion and additional recommendations, which will, in turn, be considered by the association's directors before they prepare a final report for submission to Congress early next year.

The policy board's report represents a monumental volume of skilled and devoted labor on the part of outstanding representatives of all forms of transportation, of shippers, and of investors; and by associates of the board, especially Chauncey H. Hand, its legal advisor, and Professor George P. Baker, of the Harvard Business School. Dr. Baker's assignment was that of "moderator" in the inter-panel deliberations—a job which must have required a lot of moderating.

It is not to be expected that the obviously long and serious consideration which has been given to so many phases of the national transportation problem—and the gratifyingly high degree of agreement which has been reached—will be lightly set aside. It will, therefore, be surprising if the T.A.A.'s final report should differ in any major particulars from the recommendations on which a majority of the various "panels" have already agreed.

It is easy enough, from the railroad viewpoint, to find in the report grounds for serious disappointment, and even causes for complaint, in that it certainly does not give the railroads everything to which most railroad men believe they are entitled—and which a competent and completely impartial tribunal would probably accord to them. But this report is not intended to be "just another report"—rather, it is a practical political program which should be able to command votes. Experience (e.g., the Bulwinkle Bill) has shown that, when all interests in and around transportation can agree upon desirable legislation, Congress is usually willing to go along with them. It is better to get half an apple that can be eaten than a whole one destined only to be embalmed and stored in the archives.

#### **Cause for Optimism**

This paper—which yields to no one in its long record of advocacy of the railroad position—can find in the report no cause whatever for opposition or resentment, but rather for gratification and wholehearted support. The caliber of the men who constituted the Railroad panel—headed by William White, president of the Lackawanna—their deep knowledge of the issues at debate, and their long record of championship of railroad welfare, are in themselves a guarantee that the report was the best that could have been obtained from the railroad standpoint. If the recommendations in it are

subsequently adopted by the T.A.A., and ultimately by Congress, the railroads will finally achieve much needed relief from most of the many regulatory inequalities of which they have so justly complained during the past two decades. Even a casual glimpse at the recommendations, as set forth in last week's issue, makes that point abundantly clear.

In agreeing to the report, members of the Railroad panel had necessarily to play the game according to the rules of "give-and-take" with representatives of other forms of transportation, with users of transportation, and with investors. Had they insisted on "taking" everything, they would have been "given" nothing; by "giving" something here and there, they were able to "take" a great deal.

Originally, for example, the Railroad panel proposed that general increases in rates to meet general increases in costs should be allowed "upon 15 days' notice after filing tariffs." The proposal of the User panel, while a vast improvement on the present situation, would have required a much longer period before general rate increases could have become effective. But, because each panel "gave" a little and "took" a little, the result was an agreement, which seems reasonably assured of general support, that rate increases may go into effect, without suspension, 30 days after they are filed, unless the Interstate Commerce Commission within that period takes positive action, based upon carefully stipulated findings of fact, to modify the increases.

Stated differently, the Railroad panel, while not departing from principle, yielded some points in their position, to win "outside" support for at least a part of their objectives. Mr. White and his associates, for instance, advocated total elimination of the present broad exemption from regulation of trucks hauling fish and agricultural products. The Highway panel, on the other hand, favored retaining the exemption. The final recommendation calls for a "middle-of-the-road" policy of keeping the exemption—but only for farmers or fishermen themselves—and only on movements from producing areas to primary markets.

In principle, the position the railroads originally took is economically and morally defensible, but it is certainly not one which Congress would likely agree to in the face of opposition from all interests except the railroads. By amending their position to the degree necessary to get the support of the other panels, the railroads have won practical "outside" support for some actual legislation to limit the completely unregulated trucking of farm commodities. The principle of equality of regulation has made a definite advance, because the railroads were willing to modify their position in defense of this principle to the degree necessary to get the required support. An "all-or-nothing" position by the Railroad panel on the equality-of-regulation principle would probably have meant that no progress at all would have been made in getting acceptance of this principle.

In essence, this preliminary report to the T.A.A. gives

the railroads the best practical hope they have ever had to win at least a large measure of the equality of regulation for which they have been contending—and a considerable degree of which they positively must have if they are to continue as privately owned enterprises in a free economy.

#### **Battle Not Yet Won**

But the battle is not yet won! The report has not yet been officially accepted by the Transportation Association, nor, still more important, has it been approved by Congress. Members of the T.A.A.'s Railroad panel—nearly all of them directors of the Association of American Railroads—may safely be expected to play a leading part in seeking support for those two objectives. They need, and should have, the cooperation of everyone in and around the railroad industry.

## THE OTHER GUY IN THE RAILWAY LABOR ACT

Not long ago, a transcontinental air line found itself involved in a dispute over the firing of an employee. The dispute wound up in the hands of a special air line adjustment board (air lines come under the Railway Labor Act). Eventually the dispute went to a referee for decision, just as do numerous railroad disagreements. The referee in the case happened to be an "old hand" at railroad cases—in which almost all his decisions had given logical people much cause to wonder.

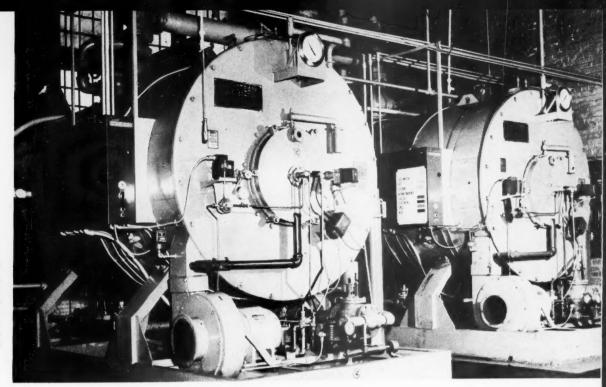
It seems that the employee fired by the air line had a previous court record which he had concealed in his employment application. Further, his absence from duty which led to the firing had been due to his being detained in jail on two charges of assault on a woman. He was later convicted on these charges. The referee's decision (which was described by the newspapers as "unique") ordered reinstatement of the employee—with \$2,500 in back pay.

In his report, the referee had nothing to say about the employee's criminal record or its concealment on his application blank. He asserted that the assault charge was minor, and expressed long distance doubts as to whether the incident had occurred at all.

The union, of course, hailed the decision as a victory for labor.

Railroad personnel officers, well toughened by their own encounters with this kind of referee, can take whatever comfort they may from what is happening to a youthful industry—without tradition—and in which the unions have no "record" of alleged abuses in the hoary past to trot out in any argument.

It would seem that the Railway Labor Act is bad for everybody.



An annual saving of \$15,000 or more is expected from this installation of two 8,625-lb.-per-hr. Ames steam generators on the Kentucky & Indiana Terminal at Louisville.

## Automatic Boiler Installation Pays Dividends on the K. & I. T.

The installation of two new automatic boilers and two new electric air compressors at its Louisville roundhouse, shops and yards is netting the Kentucky & Indiana Terminal a saving each year equal to one-third the cost of the installation. Each boiler has a normal rating of 250 hp. at 200 p.s.i., generating 8,625 lb. of steam per hour with a total heat output of 8,375,000 B.t.u. per hr. The boilers, built by the Ames Iron Works of Oswego, N. Y., and marketed through Railroad Supply & Equipment, Inc., Scranton, Pa., are completely automatic in operation and require no attendant. They operate equally well on either Bunker C oil or gas.

The installation of the boilers and compressors was completed March 27, 1951, at a total cost of \$62,492. Of this \$49,899 was spent installing the two boilers, and \$12,593 for the two air compressors. The net cost of the new installation to the K.& I.T. was \$52,492, the saving of \$10,000 being realized from the sale of the existing boilers and air compressors. The two steam-driven air compressors were sold to another railroad for \$8,500 and the old boiler equipment was sold to a junk dealer for \$1,500, with the junk dealer tearing down the old equipment, carting it away and cleaning up the room.

The principal demand for steam from the boilers is to supply heat to the following:

Twelve stalls of a steam-locomotive roundhouse A diesel house occupying six additional stalls of the roundhouse

A machine shop building approximately 50 ft. by 200 ft.

A steam-locomotive boiler shop 100 ft. square A two-story storeroom 50 ft. by 150 ft. An average of 35 to 40 passenger cars in the v

An average of 35 to 40 passenger cars in the yard Four small buildings in the shop area

In addition to heating the various buildings the steam from the boiler plant is also used for such miscellaneous purposes as supplying eight 1-in. blower lines for drafting steam locomotives, heating water for steam-locomotive boiler washing, supplying two steam jennys for washing diesel locomotives, and for heating the solution in two lie vats for cleaning air-brake materials, steam-locomotive parts, diesel-locomotive filters and other miscellaneous parts.

The steam demand on the boilers is somewhat high because of the large distances over which it must be transmitted to supply the passenger-car storage track and the various buildings. The supply line is over 3,500 ft. long, and about one-third of it is out of doors. Normally both boilers must be kept in operation during the winter, while one boiler is sufficient to meet the demand in the spring, summer and fall.

The overall savings realized with the new boilers over the old conventional type stoker-fed installation is estimated to run between \$15,000 and \$20,000 per year in addition to absorbing the increases in the price of fuels. Comparative costs of operating the power plant to supply steam and shop air for two identical tenmonth periods, one immediately preceding the new boiler installation and the second immediately following it, were \$47,494 for the first period and \$34,312 for the second period. This saving of \$13,182 is in operating cost alone for the ten-month period, or at the rate of \$15,818 per year.

From April 1950 to April 1951 the cost of operating the power plant was \$51,216; from April 1951 to April 1952 it was \$39,670, a saving of \$11,546 over the last year with the old boilers and air compressors. However, future savings should amount to substantially more because the use of gas was not begun until August 20, 1951, and it had to be discontinued November 1, 1951,

because of an early spell of severe cold weather. The gas is approximately one-third cheaper per B.t.u. than the Bunker C oil, and will be used in the future for about  $9\frac{1}{2}$  months of the year.

The principal savings from the new boilers result from improved efficiency and from the elimination of

attendants.

Two secondary savings are, first, in per diem on coalhauling cars, estimated at roughly \$2,700 per year, and, second, the saving in storing and handling coal to pro-

tect against coal miners' strikes.

The saving in labor amounts to \$9,000 to \$10,000 per year, figured at the labor rate in effect prior to the installation of the new boilers. This would be increased about 15 per cent if the comparison were made using

the labor rate currently in effect.

To operate the old boilers required a force of one stationary engineer at \$275 per month and four stationary firemen, including one relief, at \$1.33 per hour (present rate \$1.51 per hour). Throughout the period of a year an average of two stationary firemen were required in addition to an engineer; three firemen were needed in severe cold weather while only one was required during the summer.

While the boilers can operate equally well from a combustion standpoint on either gas or Bunker C oil. gas is the preferred fuel because it is 15 cents cheaper per million B.t.u. than oil. However, because of insufficient capacity on the part of the public utility, the boilers are expected to be operated on gas only from March 1 to December 15. Bunker C is used for firing

the boilers during the winter months.

The cost per million B.t.u. with gas is 34.3 cents. Bunker C oil at  $7\frac{1}{2}$  cents per gallon runs 49.3 cents per million B.t.u. The coal used to fire the old boilers cost \$6.67 per ton excluding handling and local transportation charges. With a heating value of 12,000 B.t.u. per pound, the cost per million B.t.u. with coal was 27.8 cents, but this did not include per diem charges on the coal-carrying cars, the cost of handling the coal nor the cost of removing ashes.

#### **Details of the Boiler**

Each Ames boiler has an overall length of 236¼ in., an overall width of 101¼ in. and a height to the main steam outlet of 109½ in. The weight of the boiler packed for domestic shipment is 26,800 lb., and the amount of water contained to the normal water line is 15,010 lb. The main steam outlet is 6 in. in diameter, and the recommended diameter for the stack is 20 in. The full load firing rate with Bunker C oil is 69 gal. per hr.

The standard unit as delivered is complete and ready for installation on the boiler room floor, and ready for operation when connected to the customer's steam, water, fuel and electric lines and to the stack. The only foundation required is a level floor of sufficient thickness and capacity to carry the load; no foundation bolts are

required.

Natural draft is not required for proper operation. The stack or vent need only be high enough to clear the roof top of the boiler room and any immediately

adjacent building.

The boiler shell has only three passes of the combustion gases but because of the method of combustion employed, termed cyclonic, the exhaust gas temperature is held to not more than 150 deg. above the temperature of the steam in the unit. The guaranteed combined thermal efficiency is over 80 per cent.

The cyclonic method of combustion provides a gas

travel through the boiler equivalent to 38 passes the length of the shell. The cyclonic combustion is achieved by introducing air tangentially from a preheating air ring in the front gas chamber of the boiler to the combustion chamber at a speed exceeding 200 m.p.h. The flame is fired into the center of the cyclone of air. allowing the rapidly rotating air stream to pick up the flame and to mix thoroughly the carbon particles of fuel with the oxygen in the air.

The positive air pressure in the combustion chamber where the fuel is fired is a minimum of 20 in. of static water pressure to aid in maintaining the cyclonic motion of combustion gases throughout the entire length of the furnace tube. The velocity of the air travel forced centrifugally creates a protective film of air between the heating surface of the furnace and the flame, thus preventing flame impingement on the heating surface and reducing the formation of carbon soot deposits.

The boiler is made so that both the water and the fire sides of the furnace and the tubes are accessible: the unit need only be off the line a short period for cleaning or inspection. The fire side is cleaned from the rear by removing a flue cover and a one-piece baffle which exposes the ends of the furnace and all tubes. Soot can be scraped toward the front and removed. without opening the front flue cover, through cleanout and inspection doors in the sides and the bottom of the front shell extension.

Room, however, must be allowed at one end of the unit for possible tube replacement. If allowed at the rear this space may be used for both tube replacement

and cleaning.

Internal water surfaces are accessible through five handhole openings 3½ in. by 4 in. and a manhole open-

ing 11 in. by 15 in.

Commercially dry steam at operating pressure can be produced from a cold start in 20 to 30 minutes. An electric preheater raises the oil to proper combustion temperature when starting cold and keeps it there. This electric preheater cuts off automatically and a steam preheater takes over when the steam reaches approximately a 25-lb. pressure.

#### **Automatic Operating Controls**

In the event of low water the unit is shut down completely and will not resume operations until the low water condition is corrected and the low-water relay button is reset manually. The electrode-type low-water cutoff which shuts down the unit in the event of low water is actuated directly by the water in the unit. If water is not sufficiently high to contact the bottom end of the electrode, the electrical contact is broken, shutting down the unit.

The pump control is also of the electrode type, and it is mounted in the water column. It comprises two electrodes spaced about 1 in. apart and connected to the feed-pump motor starter through its relay. When water leaves the end of the lower electrode, the feed pump is started automatically. It operates until water makes contact with the upper electrode, at which point

it is automatically stopped.

Modulated burner operation is standard and is fully automatic. The modulating motor, fuel regulating valve and air regulating dampers are mounted on the front flue cover, while the modulating pressure control is in the panel box. The modulated burner provides fuel and air in the correct proportion to the steam demand at any point within the modulating range, which is the high-output range of operation. Below the standard modulating range the operation is on—off.



The demonstration area included a variety of pits and "mock-ups" designed to simulate diesel equipment and the conditions encountered around diesel terminals.



Extinguishing a test fire of flammable liquids with highpressure fog equipment. This test was made with a mixture of fuel oil, lubricating oil and gasoline.

# Firefighting Tests Put on a Lifelike Basis

Experiments conducted to determine effectiveness of various materials and equipment in coping with the types of fires peculiar to dieselization

In recognition of the growing importance of adequate fire-extinguishing methods to the economical operation and maintenance of diesel-electric locomotives and their supporting facilities, the Southeastern Railway Diesel Club recently devoted an all-day meeting to discussions of fire prevention and demonstrations of firefighting equipment and materials. Conducted by the Diesel Committee of the Fire Protection and Insurance Section of the Association of American Railroads, the meeting was highlighted by several talks in the morning—including



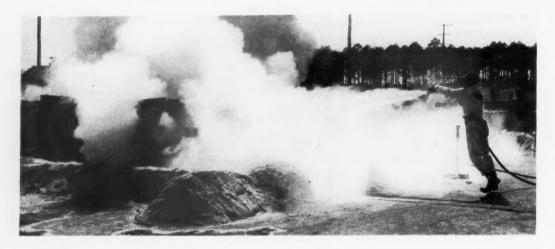
In this test a carbon-dioxide extinguisher was used on a fire in a "mock-up" simulating a fuel-oil tank on a diesel locomotive.

one by W. S. Wicker, chief engineer, Transportation Mutual Insurance Company—and by demonstrations of the effectiveness of various fire-extinguishing methods and materials in the afternoon.

Mr. Wicker called specific attention to 14 principal danger points on diesel locomotives which are often neglected during cleaning operations or overlooked by operating personnel. These focal points for the accumulation of dirt, oil, grease and other inflammable materials include: (1) The space between the banks of the engine; (2) the space between and under scavenger motor blowers; (3) traction motor blower screens and fans; (4) behind and around air compressors; (5) around fuel pumps; (6) behind and around steam



Extinguishing a test fire in a simulated diesel locomotive undercarriage with foam fire-fighting equipment.



Using a 50-lb. drypowder chemical extinguisher on a fire in a simulated diesel undercarriage.

generators; (7) around oil filters; (8) behind high voltage cabinets; (9) main generator sump; (10) space under operator's cab; (11) the nose of the unit; (12) space around controller and braking equipment; (13) cab heaters; and (14) running gear, traction motors and top of fuel-oil tanks, as well as the underbody of car. The discussions that followed the naming of these danger points brought out the need for "good house-keeping" as the prime factor in eliminating fires on diesels.

However, should a fire start on diesel locomotives or at servicing facilities, despite "good housekeeping," what can be done about it? To acquaint those present with the firefighting equipment and materials presently available, various manufacturer's representatives explained the characteristics of such extinguishing agents as carbon dioxide, dry chemical, and foam which have been recommended for use on fires in locomotives and at servicing facilities, and water fog, with or without a wetting agent or penetrant, for use at servicing facilities.

To enable the railroad representatives to observe the effectiveness of such extinguishing agents and appliances, the entire afternoon session was devoted to demonstrations conducted at the Southern's Simpson shop at Jacksonville, Fla., where field tests shown in an accompanying photograph had been set up.

The single open pit in the right foreground of this photograph contained 200 gallons of lubricating oil, and 25 gallons of gasoline. The dirty oil filters shown at the upper end of the pit were added to the oil before it was

ignited. After being allowed to burn for 37 seconds, this fire was extinguished in 2 minutes 42 seconds by a single-gun fog nozzle.

The six small open pits arranged in a row were filled with either gasoline or fuel oil or a combination of both and were successively ignited to demonstrate the use of various types of portable fire extinguishing equipment. After varying amounts of preburning time, each of these fires was extinguished in less than one minute, one in as little as 11 seconds.

Behind the line of small pits, a simulated locomotive truck was placed in each of two larger pits. Equipped with "make-believe" traction motors made from oil drums filled with electric wiring, these trucks, which had been covered with an accumulation of dirt such as is normally found on diesel locomotive trucks, were saturated with gasoline, crater compound and fuel oil, then set on fire. One of thees fires, allowed a 3½-minute preburn, was extinguished with a portable dry-powder extinguisher in 46 seconds.

To the left of these two truck pits, a smaller pit contained an electric motor to demonstrate the type of fire that might occur in an auxiliary generator. After this motor was allowed to burn for several seconds, the fire was extinguished in a mere 6 seconds with carbon dioxide.

Next to this test was another small pit containing a simulated high-voltage cabinet. In it, a heat detector having a 165-deg. rate-of-rise thermostat was installed and the wires were shorted. This ignited the cabinet wiring and operated the heat-detector alarm. Respond-

ing to this alarm, a man with a portable carbon-dioxide extinguisher put out the fire in 10 seconds.

To the right of this test was a 16-ft. by 40-ft. pit which held two covered freight-car trucks saturated with gasoline, sludge, crater compound, and fuel oil. Each truck contained imitation traction motors and between them was suspended a diesel fuel tank. Three tests were conducted on this pseudo diesel locomotive and the fires were extinguished by various methods.

To the right of this test a long pit contained a pipe to simulate a ruptured fuel-oil line inside a diesel. With fuel oil under 40-lb. pressure fed to the rupture and ignited, the fire was rapidly put out by a portable, drychemical extinguisher.

Finally, the large pit shown at the top of the picture contained more than 1,000 gallons of a mixture of fuel oil, lubricating oil and gasoline, to represent a large ruptured fuel-oil storage tank in a diked area. Three

separate fires were started in this demonstration and extinguished by foam, dry powder and high-pressure water fog.

These dramatic and instructive demonstrations of firefighting equipment and techniques served to emphasize both the hazards involved in fires incident to diesel operations and the need for adequate training of employees in the use of available firefighting appliances to preserve property and equipment.

The all-day meeting of the Southeastern Railway Diesel Club was under the general direction of John Sims, president of the club and general foreman, Florida East Coast. The discussions were in charge of R. G. Kooser, chief fire prevention engineer, Atlantic Coast Line, who is chairman of the Diesel Committee, Fire Protection and Insurance Section, A.A.R. The demonstrations were directed by C. R. Colklesser, chief fire prevention inspector of the Southern.

## "Needle" Car Keeps Long Rails Upright

When being unloaded from flat cars long strings of continuous welded rail have a tendency to overturn. To overcome this difficulty the Richmond, Fredericksburg & Potomac has devised a tow car mounting a "needle" arrangement through which each string of rails is "threaded" in the upright position as it is unloaded.

The tow car is of the push-car type upon which an assembly of three rollers is mounted. One roller is horizontal, supporting the rail base while it is being unloaded, and the other two are inclined vertical rollers between which the rail is guided. This roller assembly is fastened by bolts to the middle of the push-car platform when the string of welded rail is to be unloaded in the center of the track. If it is desired to place the rail along the outside of the existing running rails, as when a delay between the time of unloading and the actual laying is anticipated, the assembly can be moved and bolted near the side of the platform.

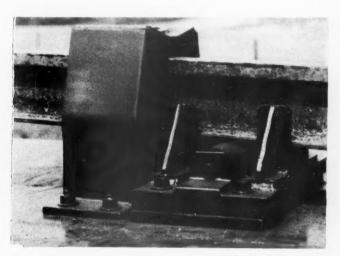
The strings of welded rails are "threaded" through the roller assembly by pulling them with the same cable which is used as an anchorage while the flat cars are pulled from under the rails. The car is towed by a long steel coupling rod fastened to the last flat car.

It sometimes happens that long rails on flat cars become overturned when they are being alined onto the unloading rollers. When this happens after a string has been started through the "needle" the rail is returned to the upright position as it is unloaded. To test this feature a long rail was purposely overturned on the cars on a 2-deg. curve. When drawn through the "needle" this rail came to rest in an upright position.

When long rails are unloaded on curves there is a tendency for them to come to rest against the low rail, even on 1-deg. curves. The road reports that the "needle" car not only overcomes this tendency but makes it possible to place the rails in any desired position between the running rails on curves.



Threaded through the special roller assembly on tow car, the end of a string of continuous welded rail is anchored while the flat cars on which it was loaded are pulled out from under it. With the aid of the roller assembly the rail is laid on the ties, even on curved track, without overturning.



The "needle" assembly is made up of three rollers. The rail rests on the horizontal roller and is held upright by two inclined vertical rollers. This assembly can be moved to the side of the push-car platform if it is desired to place the strings temporarily outside of the running rails.



Eleven-car "California Zephyr" hauled by three-unit diesel locomotive.

### Diesel Servicing-

#### How It's Scheduled on the Burlington

The road's 212 road freight units are assigned to nine pools in which locomotives average 13,500 miles per month—Passenger service averages up to approximately 30,000 miles monthly.

Practices developed on the Burlington for scheduling and servicing its fleet of diesel-electric locomotives were described to the St. Louis Railroad Diesel Club May 13 by H. H. Urbach, that road's general superintendent motive power and machinery, at a meeting at which he was honored by presentation of the club's bronze plaque. This plaque is awarded annually for an outstanding contribution to the development and successful use of diesel motive power in railroad service.

In his address on that occasion Mr. Urbach said that the Burlington still has about 400 steam locomotives, but that the bulk of its business is now handled by diesel power in pooled service, with careful attention to periodic inspection and maintenance.

The high availability and trouble-free operation of these locomotives, which averaged up to and over 30,000 miles a month, he said, proved that diesel power was practical and sound for passenger service. "The railroad now has 103 units for all passenger service," he explained, "except a few suburban trains for which additional units are to be provided. Running repairs for passenger diesels are handled at Chicago, Lincoln, Neb., Denver, Colo., and Fort Worth, Tex. Heavy or general repairs are made at the West Burlington, Iowa, shops.

"Freight diesels were first tested on the Burlington in 1937 and the tests were so successful that 58 locomotives (212 units) have since been acquired and assigned in nine different pools, as shown in the table. All of these locomotives receive their maintenance at Chicago, Lincoln, Denver, Fort Worth and other intermediate points where they have a change of crews and several hours layover. The maintenance schedule is set so that each terminal has certain work to do in addition to what is reported by engine crews and inspectors. These pools provide regular assignments for 57 of the 58 locomotives owned which leaves one available for heavy maintenance work.

"The Burlington also has 40 1,500-hp. general-purpose diesel units which operate predominantly on secondary freight trains and do yard switching; all are equipped with steam generators, dual and multiple-unit control, and 62-to-15 gear ratio. They serve as protection power for passenger trains. Switchers include 150 single units and there are 14 double-unit road-switchers. Most of the switching is done by diesel locomotives and only sufficient steam switch power is maintained to take up the slack.

up the slack.

"The maintenance of diesel locomotives on the Burlington has been largely by cut-and-try methods in two fairly modern running repair shops and one general repair shop. Enginehouses which handle the maintenance of local diesel assignments are being slowly built up in facilities to do their work properly, but because most diesels are practically new, it is not known definitely what facilities will ultimately be required.

"Certain mileage limits have been set for changing lubricating oil, changing and cleaning filters, and lubrication and overhauling of traction motors. Main-bearing renewals are handled periodically and they are otherwise carefully inspected only when abnormal conditions are observed. Connecting-rod bearings are inspected for renewal when cylinder assemblies are pulled or at time



Original "Pioneer Zephyr" placed in service in 1934.

of main-bearing renewal. Cylinder assemblies are ordinarily renewed only when inspection indicates that such work is required, but a very thorough inspection of cylinder assemblies is made after each routine service trip. All passenger and freight power trucks are overhauled periodically.

"In West Burlington general repair shop, where diesels are completely rebuilt, the Burlington repairs and restores to service, heads, liners, governors, injectors, water and fuel pumps; rewinds generators and traction motors; grinds crankshafts; rebuilds crankcases and air boxes; repairs and builds new exhaust manifolds; regrinds pinion and drive gears; repairs cooling radiators, both for water and oil; repairs connecting rods and many other parts. The surface has hardly more than been scratched on many items which can be rebuilt in the shop and restored to service.

#### **A Diesel Committee**

"The operation and maintenance of diesel power is in a great state of flux and presents many questions which the Burlington attempts to answer by means of a diesel committee composed of the superintendent of automotive equipment as chairman and all diesel supervisors on the system as members. It is the duty of this committee to keep before them the present maintenance policy and investigate all new suggestions presented from the field from time to time, also what improvements can be made in present maintenance procedures. Considering that we have about the same problems on the steam locomotive that they had 60 years ago, we have made great strides in setting up the operation and maintenance of the diesel in only approximately 15 years.

"Our personnel for the maintenance of diesels," said Mr. Urbach, "is about on the same basis as for steam except that in addition to the regular steam organization we have a staff of 'diesel experts,' assigned as follows: Three on the staff of the superintendent motive power, Lines East, two on Lines West and one jointly on the Texas Lines of the Colorado & Southern and the Fort Worth & Denver. In addition, I have on my staff a superintendent of automotive equipment and an assistant. These men have other duties in addition to supervising diesel power, but devote most of their time to riding diesels, checking maintenance at terminals and shooting trouble. They also put in a great deal of time in

the education of maintenance people and enginemen. These men also have charge of the maintenance and operation of boilers in diesel locomotives.

"All motive power supervisors function the same with the diesel as with steam locomotives. Each superintendent of motive power has assigned to his grand division certain diesels which are his responsibility for the entire maintenance. He in turn assigns them to the individual master mechanic on whose division the locomotive has the longest layover or on which there are facilities for proper maintenance. It then becomes the responsibility of the individual master mechanic to know that locomotives assigned to his district are given proper attention. Road foremen, assigned to their respective master mechanics, ride and supervise operation of diesel locomotives on their districts just as they ride and supervise the handling of steam power.

"Recommendations for improved diesel locomotive maintenance or operation, after due checking and approval, are sent out to forces on the line as maintenance bulletins. Because freight and passenger diesels operate over such a wide range of territory, it is imperative that all instructions pertaining to operation and maintenance be handled on a systemwide basis.

#### Material Inventories Reduced

"In connection with material required for the maintenance of diesel locomotives, the general storekeeper has assigned a traveling storekeeper whose duty it is to look after this material for the entire Burlington lines. It is his job to know what material is required at each maintenance point and how much. He also is expected to see that material is furnished promptly to shops and maintenance points as needed in order to avoid out-of-service days. As a result of his familiarity with the materials for diesel locomotives, if one point is short any material, he knows what other point may have it available, so it can be shipped promptly. Since we have had the services of this traveling storekeeper, material stocks at the various terminals have been greatly reduced, as well as locomotive out-of-service time awaiting material.

well as locomotive out-of-service time awaiting material. "In conclusion," Mr. Urbach observed, "it is my opinion that the diesel locomotive has made great strides and been very successful on American railroads. However, a great deal more can be accomplished if the designing engineers and manufacturers improve their product to the point where it will not require so much effort by repair forces to remedy engineering and manufacturing defects and they can put in their time on necessary, normal maintenance."

#### DIESEL POWER ON THE BURLINGTON

г	lasai	Locomotive	Assignment	in	C.B.	& Q.	Freight	Service	
- 1	16261	FOCOMOTIVE	Maarallinoini	***		co care	c.g	9011160	

Territory covered	Pool	No. of Locos.	Hp. per Loco.	Av. miles per month
Chicago, Denver, Laurel, Mont. and south to Teague, Tex.	No. 1	14	6,000	13,500
Chicago, Lincoln, Denver, Kansas City, Galesburg and Savanno III.		8	6,000	11,000
Chicago, Lincoln, Denver and Laurel, Mont.	No. 3	11	5,400 & 6,000	12,500
Chicago, Galesburg, Pacific Junction and Lincoln	No. 4	3	5,400 & 6,000	11,000
Chicago and Daytons Bluff, Minn.	No. 5	3	4,050 to 6,000	8,500
Chicago and Daytons Bluff,	No. 6	2	4,050 or 4,500	12,700
Chicago, Galesburg, Savanna, III. and Daytons Bluff, Minn.	No. 7	3	4,050 or 4,500	13,500
Chicago and Galesburg, III.	No. 8	1	4,050 or 4,500	11,000
Chicago, Lincoln, Kansas City, St. Joseph, Pacific Junction, Sioux City, St. Louis and	No. 9	12	4,050 or 4,500	12,000
Galesburg		57		



The Type 101 sorting machine is used by the New Haven for compiling train mileage statistics as well as in many other jobs.

## New Electronic Sorter

It shortcuts alphabetic sorting of car initials for record and per diem purposes, is used to check movement of cars by origin and destination states

In November 1951 a Type 101 electronic sorting machine, produced by International Business Machines, Inc., was installed in the office of the superintendent of car service of the New York, New Haven & Hartford at New Haven, Conn. This sorter is a high speed classifying device with 15 four-digit counter positions and a carriage with bars to print group indication and accumulated counts. It counts or sorts at the speed of 450 cards per minute. This is somewhat slower than other new I.B.M. equipment which can sort at the rate of 650 cards per minute. With the 101, however, six-column letter or number combinations can be sorted out on one pass through the machine instead of requiring six or more separate passes through it to sort out each column. The 101 sorter is the equivalent of a sorter and a collator. It is equipped with a control panel for flexibility.

One important application of the 101 is in shortcutting the alphabetic sorting of car initials for record book and per diem purposes. Up to 12 predetermined letter combinations can be set up in the control panel to be separated out on one pass through the machine. On the first run the twelve ownerships having largest volume on New Haven rails are sorted out, while all other ownerships are thrown into another pocket. This first run completes the sort on about 40 per cent of the volume of cars on the railroad. The second and third runs are set up to segregate the ownerships next in volume, about 20 per cent and 15 per cent being completed on the second and third runs respectively. The remaining 25 per cent is handled on regular sorting machines for a normal alphabetic sort on car initial.

The same method is used also in sorting cards for

station to station moves for cars and for compiling train mileage statistics. The bulk of the car and train movements are between the large terminals. The new machine is set up to pull out cards representing the twelve largest volume movements on the first pass and then the next dozen movements, each, in size on the second and third passes. This then leaves only a small miscellaneous group to be sorted out in the conventional manner of separate passes through the machine for each of the eight columns involved.

The same system is used to separate the movement of cars by origin and destination states, areas or zones, when, for example, analyzing flow of business, observance of car service rules, or loadings of particular commodities.

The punched card methods of keeping car records generally involve the use of a collator to pull the last record card for each car after the record list is printed, so as to provide a transfer card with which to start the record for the next month. The 101 sorting machine, which is able to "read" two cards at one time, makes a collator unnecessary. Each pair of cards in the record file agrees as to car initial and number, except when the pair is made up of the last record of a particular car and the first record of the next car in the file. As the cards pass through the machine, when a step-up in car number occurs the last card in the pair is selected out. The special circuit built into the machine to accomplish this does not select out any last record if the car was delivered to a connection, since such a record is closed and is not transferred to the following month.

Another advantageous use for this machine is in preparing the CS-10 report (semimonthly car location report to the Car Service Division, Association of American Railroads). The daily interchange of cars is counted on the 101 to maintain control figures and at the same time sort by date. Similarly, cars are counted by types. This machine is also advantageous as a collator in checking sequence of cards previously sorted on another faster sorter. The possibility of additional applications for this 101 sorting machine is being studied.

## Can Scientific Sampling Techniques Be Used in Railroad Accounting?

Recent experimentation by the C. & O. indicates that accuracy of sampling results in checking I.c.I. road-to-road percentages is good

One day some Chesapeake & Ohio men lunched with a scientist. The railroad men were polite and let the scientist talk about his work, but eventually, of course, the group ended up talking about railroads.

Among other things, the railroad men began explaining some of the persistent seasonal troubles in freight yards due to congestion at various times of the year. The scientist remarked, "Why, that sounds a lot like the problem which the Bell Telephone laboratory worked on when the telephone people began to get worried about tie-ups of telephone lines. I'll bet some of Fry's 'Probability, and Its Engineering Uses' could be

applied to your problem.

The railroad men and the scientist at this point were talking "Operations Research." Operations Research is the name armed forces used to "tag" the work of teams of scientists who were called in during the last war to help solve some knotty problems of tactics and strategy. What were these scientists doing meddling with armed forces matters, problems that were way outside their fields? They were doing just about what the scientist was doing with the railroad men. Scientists get a whole carload of different kinds of problems during their lifetimes, just like anybody else. But what the scientist does is to spend a great deal of time and effort trying to build up a logical scheme for solving all problems similar to the one that's bothering him at the moment. He spends a lot more time than most people do just trying to find out what the pattern of the difficulty is.

For example, Fry took the problem of congestion of telephone lines and said to himself: "Now let's see what kind of a pattern goes on here. In its simplest terms, we've got a lot of lines running from the cuslomers into a central office. These lines may or may not be carrying messages. In fact, for each time of the day we can figure out the probability that one of these lines will send a message. Our job is to build central offices that can handle the worst kind of congestion in terms of these probabilities. Or, if this is too costly, we want to build equipment that will handle congestions with the highest probability, consistent with costs. My job is to set up the probability equations that will tell us how this pattern of messages works. Once we get the data about how customers use the phones, we can substitute the information in the equation and see what we ought to do."

#### **Similar Solutions**

One good thing about this sort of logical pattern thinking of the scientist is that when he gets through his job, the pattern generally can be applied elsewhere. For example, getting people through turnstiles in a



Much of the accounting work done now probably will not be done in the future if sampling techniques can be used as successfully as now seems possible.

subway station is not so very different from getting messages through a central telephone office. And maybe the problem of getting freight cars through a yard also falls into the same category.

Operations research is primarily an effort to determine whether the patterns the scientist has found useful in solving his problems can help solve a problem in an area such as transportation, or production, or adminis-

tration, or accounting, or what not.

Here's another pattern of scientific thinking, one which already has proved very useful on the Chesapeake & Ohio. When the social scientist studies the people from a population as large as the United States, he realizes he's got a very wide spread of all kinds of personal and geographical variables. He also realizes that it's going to be far too costly to interview everybody in the country, even if that were possible. Therefore, he reasons somewhat as follows: "Suppose I break down the country into areas that are somewhat similar. For example, I can first distinguish between rural and urban areas. Then I can take the rural areas and break them down in terms of the size of the farms, and the kind of farm product. The urban areas can be broken into large manufacturing areas, small business areas, re-



The C.&O. will try to find out whether or not sampling can be used in making per diem settlements, by estimating on a sample basis the average time a foreign car is on C.&O. rails.

sidential, etc. In this way, I'll come up with a map of the country in which every area colored blue will be an area containing mostly small truck farms, every area colored red will contain middle class suburban residences, and so on. Then I'll take a representative sample from each of these areas, and thereby reduce the cost to as much as one-thousandth or less of the cost of a complete count of everybody."

This pattern of thinking is called "stratified sampling." What use is it to the railroads? Well, consider the headache of checking the fixed road-to-road percentages on l.c.l. freight. This is a disagreeable task and some lines haven't checked these percentages for years. But what about sampling the waybills instead of doing the work on all of them for a six months' period, as is customary when a check is formally requested? The trouble, insofar as the sampler is concerned, is that there is such a scatter of the freight charges shown on l.c.l. waybills. Sometimes just one item gets listed, and the freight is two dollars or less. Sometimes the freight may be up around two hundred dollars to cover a shipment of "Wheaties."

This sounds something like the difficulties which faced the social scientist in his population survey. In the case of the l.c.l. waybills, there is a wide scatter of data, and it's much too expensive to do the complete count. Why not use stratified sampling, and sample according to the amount shown on the waybill?

#### Sampling L.C.L. Waybills

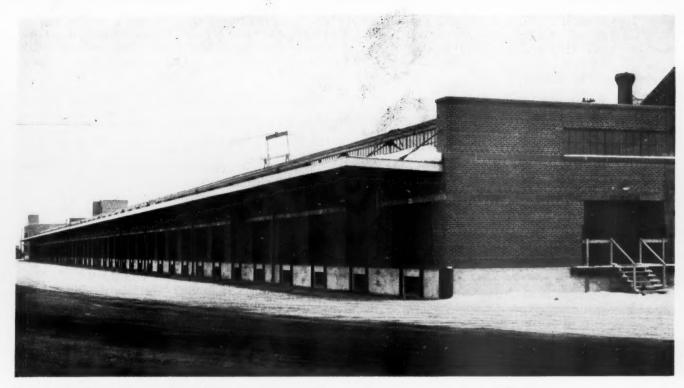
This is the idea that occurred to one operations researcher, Dr. C. W. Churchman of Case Institute of Technology in Cleveland, who has recently started to investigate applications of this type of approach to many of the railroad accounting problems confronting John E. Kusik, vice-president—finance of the C.&O. At the time Dr. Churchman began to work on the

problem, Railroad "A" and the Pere Marquette district of the C.&O. were making a check of l.c.l. percentages based on a complete count of a six months' period. Mr. Kusik decided to see what sampling might accomplish, since there was an opportunity to compare the complete count with the sample.

#### A Difference of \$83

Since there is such a scatter of freight charges shown on l.c.l. waybills, ranging from \$2 to \$200, the first task is to break down into groups the "population" or total of l.c.l. bills under consideration. Also, as far as the proportions are concerned, the waybills showing large amounts are far more important than the waybills showing small amounts. For reasons that can be worked out in sampling theory, the following stratified sample was used in the C. & O. (P.M. district)—Railroad "A" study:

- Sample 1 per cent of waybills showing total freight charges of \$5 or less (waybills numbered 2, or ending in 02);
- Sample 10 per cent of waybills showing a total freight charge of \$10 or less, but over \$5 (waybills ending in 2);
- Sample 20 per cent of waybills showing a total freight charge over \$10 but not over \$20 (waybills ending in 2 or 4);
- Sample 50 per cent of waybills showing a total freight charge of more than \$20 but less than \$40 (waybills ending in numbers from 00 to 49):
- Take all waybills with freight over \$40. The results of the study can be summarized as follows:
  - Total number of waybills in the complete six months' study for both C.&O. and railroad "A": 22,984
- Total number of waybills examined in the sample:
- 2,072 (9 per cent)



How much effort and money should be put into repairing equipment, structures, etc.? Perhaps the scientists' "life-and-death pattern" can help the railroad man decide these questions.

Total amount due to C.&O. as a result of the complete 100 per cent six months' study;

Total amount due to C.&O. as estimated from the sample:

64,568

Difference, in C.&O. dollar revenue, between the complete count and the sample:

In other words, the revenue figure obtained by sampling about 2,000 out of nearly 23,000 waybills came within \$83 of the actually checked correct amount. The sample road-to-road percentages, therefore, were accurate, on the average, within 0.13 of one per cent!

If it is assumed that the computations of divisions on l.c.l. waybills costs on the average as little as 25 cents per waybill, this means that the total count cost to both lines together was \$5,000. The sample would have cost them \$1,000 at the outside. So the question is: Is it worth while to sample with an error of less than \$100 if the result is a saving of \$4,000?

Despite the fact that the above cost figures represent oversimplification to some extent, inasmuch as most roads do not add to their interline division clerical forces for these sporadic road-to-road percentage checks, the principle involved is nevertheless dramatically illustrative of what savings might be possible if sampling could be used widely in the railroad industry.

#### Interline Passenger Receipts

Much the same result was obtained in another C. & O. survey involving interline divisions of passenger percentages. The usual argument against going to fixed percentages on passenger revenue is that passenger traffic fluctuates so much that no sensible percentage can be found. But proponents of sampling say this is no argument at all against using sampling as the basis

for settling between the lines, because unlike fixed road-to-road percentages the sample will reflect the variations. That's what sampling is used for in most industrial production work. The inspection department makes a sample of the product from time to time to see whether there are erratic fluctuations. Complete inspection is too costly, but sampling inspection is cheap and gives the desired information within acceptable limits of accuracy.

#### Results of Five-Month Test

The specific passenger studies to be described were made on tickets sold, during a five-month period, to commercial passenger (i.e., excluding military) traveling only on the Chesapeake district of C.&O. and railroads "A" and "B." The following tabulation summarizes the results of both studies:

	(For the Five-Month Period)				
	Via	Via		Difference	
	100 per cent Calculation	5 per cent Sample	\$	Per Cent	
Railroad "A"					
(1) Total number of tickets (2) Total revenues (3) C.&O. portion of (2)	\$325,600 \$212,164	\$212,063	\$101	0.05 per cent	
Railroad "B"					
(4) Total number tickets (5) Total revenues (6) C.&O. portion of (5)	7,652 \$128,503 \$ 79,710	\$ 80,057	\$347	0.45 per cent	
Such small differen	nces as the	ese are ac	tually	better than	

Such small differences as these are actually better than sampling would always accomplish, though a difference of more than two per cent in any one month's transactions would rarely, if ever, occur, say the technicians. And even if it did, they continue, the succeeding month's differences might well be in the other direction and these plus or minus differences over a year's time would further minimize the net spread.

Again the question is simply one of costs, according to the C.&O., whose attitude might be expressed this

way: "Isn't it sensible to do one-twentieth of the work when the error of the sample can be mathematically controlled to such small differences?"

#### Sampling as Test Check

The nice thing about scientific method, as opposed to magic, is that if you don't believe what you see, you can try it yourself. Testing out sampling on a railroad can be relatively simple and cheap, because most lines already are conducting 100 per cent counts. It should not be difficult to sort out a sample as the count is being made and see whether the sample agrees closely enough with the whole.

One note of warning is sounded by the technicians: without some care, the sample may be "biased" or may be not wisely selected. In case of doubt, they say, consult a "doctor of sampling." He will also advise on the

suitable size of the sample.

The preliminary success of the sampling method on the C.&O. in these fields of l.c.l. road-to-road percentage checks and interline division of passenger revenues has raised, in the minds of C.&O. officers, the question as to whether sampling might not be applied to:

1. Per diem settlements, by estimating on a sample basis the average time of a foreign line's car on the road.

Test checking accounting data for accuracy. ("Don't forget," say advocates of sampling, "the problem is, do you want to save \$10,000 in checking to attain '100 per cent accuracy' at the risk, say, of being inaccurate in the amount of \$2,000 by sampling?")

3. Studying current l.c.l. carload and passenger traffic patterns rather than relying on old or inaccurate data. Settling interline divisions of carload revenues on a

sample basis.

No one, least of all C.&O. officers, is categorically stating that each of these tasks can be done successfully by sampling; the idea is simply to try out the sampling

method in these work areas, in view of the fact that the fundamentals involved look to be essentially the same as other problems to which sampling has been successfully applied. No scientist or railroad executive needs to be reminded that a problem may look like a "natural" for a certain pattern of thinking, and yet when he begins to sink his teeth in it, there'll be a lot of new wrinkles he's never thought about. It's very important to realize that the method of using sampling on the railroads needs two kinds of "experts": the sampler, and the railroad

The railroad man can contribute to the problem because he knows railroads; and the sampling man can contribute to the problem because he knows the sampling techniques. But it's rarely that either alone can

tell everything about a given problem.

Sampling is of course not the only logical pattern of thinking the scientist or operations researcher has in his kit. Mention has been made already of the Fry "congestion" problem as applied to the Bell Telephone situation, which is another "tool" in the kit. Still another pattern the scientist has worked on very extensively is the "life-and-death pattern." The problem here is to get a pattern for thinking about how much effort, money and time to put into keeping something operating. In other words, when should you repair, when should you scrap? This pattern of thinking can be applied, it is said, to truck tires, to machine tools, to livestock, and to railroad cars, track, and bridges, for example.

Since many of the problems of other industry are similar to those faced by the railroads, C.&O. officers believe that progressive managements will want to look for the similarities and see if the solutions evolved by the scientists do not apply also in the railroad industry. Their attitude might be expressed: "If somebody-even a scientist—has done the job, why start all over again when he has done most of the work?"

#### BENCH MARKS AND YARDSTICKS-14

A specialist in railroad safety writes us to suggest that the degree of attention which a supervisor gives to safe operation should be a component in any "yardstick" used to measure his efficiency.

"It is axiomatic," this safety man writes, "that safety performance and the functioning of an effective safety program is strictly a management function—that is, it is a 'line' function. Safety officers and their assistants are staff personnel. They plan, advise and assist, but they are not the ones to put their principles into practice; no good comes of their attempting to exercise

management prerogatives.

"If, then, any railroad company really wants an effective safety program it requires intention, determination and the pressure of authority throughout all levels of management, beginning at the very top and extending down to the workers through the foreman and supervisors. In more specific terms, each link in the management chain must understand unmistakably that he is to be held responsible for safety performance in his jurisdiction.

"It is the supervisor-not the safety officer-who will put over the program with the employees. To a considerable extent, the supervisor's attitude toward safety will set the pattern for the actions of his force. If he

talks safety, but actually demonstrates a negligent attitude toward it by his actions, then what he does, and not what he says, will govern what his subordinates think and do about it. Laxity on the part of the supervisor toward unsafe practices and conditions deals a safety program a fatal blow, no matter how admirable the pro-

gram may be.
"If the supervisor is to be an effective promoter, teacher, and leader in safety, he is going to have to know a lot about modern personnel methods-but then, this knowledge is equally necessary if he is to be a capable producer and leader in any aspect of his job."

Our correspondent's timely observations get back to the familiar fact-which is still incompletely realizedthat neither safety, nor courtesy, nor customer-mindedness nor any other desirable quality is likely to be manifested in an organization unless it is exemplified by those in authority. Such qualities percolate from the top down through the organization more by example than by wordy admonition. A chief executive is courteous to his subordinates and requires them, in turn, to extend courtesy to the men under them-and so on down the line until this habit of behavior is passed on by employees to the customers. It is the same way with honesty, loyalty and the habit of safety.

### P.&S. Officers Ponder Scarcities and Prices

V. N. Dawson selected as 1952-3 head of the A.A.R. division at record-setting meeting in Chicago June 2-4

Difficulties encountered in keeping this country's railroads supplied with the fuel, materials and supplies necessary to their operations highlighted discussions and committee reports at the 26th annual meeting last week of the Purchases and Stores Division of the Association of American Railroads at the Palmer House in Chicago. W. W. Kelly, chairman of the Division and general purchasing agent of the Atchison, Topeka & Santa Fe, presided during the three-day session, which began June 2. Registration totaled 1,083, including 554 railroad members and 529 suppliers.

James H. Aydelott, vice-president in charge of the Operations and Maintenance Department of the A.A.R., addressed the meeting during the morning of the first

day.
"The railroad industry," Mr. Aydelott said, "has long been considered the most vulnerable of our free enterprise institutions. On many different occasions through the years past it has been touch and go whether the railroads could remain out of public ownership and control. Even before the day when competitors entered the field there were times when it appeared that nothing short of a miracle would preserve them as free institutions. That they have been able to ride out the storm in periods of depression or when seriously affected by governmental policies has been due to the ingenuity of railway management in the best traditions of the industry. As a closely regulated industry the impact of government policies may have far-reaching effects.

#### Rate Raise Lags Are Costly

"The lag we have seen between the time when applications for freight rate increases were filed and the date upon which the increases, either in full or in part, were made effective has depleted cash reserves in many instances to the point of necessitating the curtailment of improvement programs, and in some cases even those

involving maintenance."

Mr. Aydelott pointed out how railroads have been able to surmount operational difficulties such as floods or snow blockades largely because in such emergencies the lines not affected have extended themselves to make up what would otherwise be transportation deficiencies. But in the field of management-employee relations, he continued, there is much to be desired. There should be greater realization, he emphasized, that in this highly competitive transportation age the common interests of labor and management must be paramount because loss of earnings and loss of jobs are the natural result if shippers are driven to other forms of transportation.

Conditions during the past decade growing out of a world war, and the postwar adjustments in our economy which followed, have created situations which to my mind have done irreparable damage to the railroad industry," Mr. Aydelott went on. "I am referring primarily to difficulties which have surrounded the efforts of railroads to obtain steel and other materials required



V. N. Dawson



H. M. Rainie Vice-Chairman

in the construction, maintenance and operation of the railroad plant."

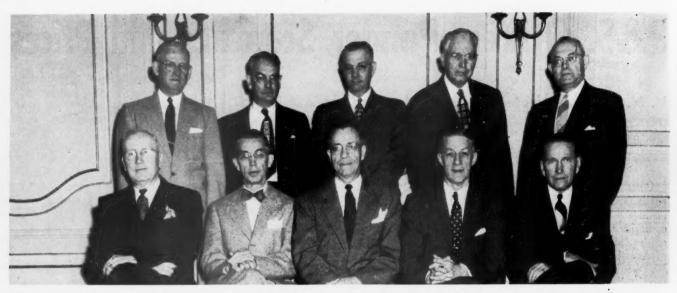
#### Stingy with Steel

That railroads have been shortchanged in the allocations of steel thus far is a matter of record. Mr. Avdelott said. Motor carriers are not too concerned with the problem of material shortages which may curtail construction and maintenance of the country's highway system, he added. "If one highway wears out, trucks simply shift over to another. The air lines let others worry about airport disabilities. The railroad industry, however, must justify under the Controlled Materials Plan its need for rail and fastenings and for other controlled materials required for improvements or for maintenance of the physical plant upon which the trains

"As a regulated industry, railroads can undertake improvement and rehabilitation programs only if they are permitted to earn the money required to support them over and above the cost of doing business with a reasonable return to owners of the property. Pyramiding costs of operations and maintenance have only been partially offset by increased charges.

"Under all the conditions which have obtained, the purchasing departments of the railroads have done a splendid job and are entitled to the acclaim of the industry," Mr. Aydelott concluded.

The report of the General Committee, presented also during the morning session on June 2, mentioned formation last year of an Executive Committee to replace the Special Purchasing Committee with authority to act in an emergency, executive and advisory capacity for the General Committee. "With the institution of the Controlled Materials Plan by the National Production Authority on July 1, 1951," the general committee's re-



Stores group of the General Committee. Seated, left to right: E. J. Leonard, general storekeeper, Chicago & North Western; C. E. Swanson, general storekeeper, Chicago, Burlington & Quincy; C. L. Wakeman, general storekeeper, Wabash; V. N. Dawson, general storekeeper, Baltimore & Ohio; and G. E. Wilson, manager of stores,

Reading. Standing, left to right: J. L. Quarles, superintendent of stores, Chesapeake & Ohio; B. T. Adams, general storekeeper, Illinois Central; W. H. Young, general storekeeper, Seaboard Air Line; S. C. King, general storekeeper, Florida East Coast; and N. V. Oldenbuttel, assistant general purchasing agent, A.C.L.

port said, "it was necessary that contacts with these governmental agencies be increased and vigorously pursued; and the counsel and advice of the members of this executive committee to our executive vice-chairman [C. W. Woodson] have been of inestimable value in our efforts to direct their attention to the extreme importance of furnishing materials promptly to the railroads in order that adequate railway transportation may be maintained."

Two additional reports were presented and approved at the June 2 morning session. First was the report of the Committee on Purchases and Stores Department Manual—Recommended Rules and Practices, of which Joseph W. Todd, special agent, purchasing department, Pennsylvania, is chairman. W. J. Haggerty, traveling storekeeper, New York Central system, presented the report of the Committee on Standard Material Classification, of which he is chairman.

The two prize winners in the division's annual essay contest were introduced at the opening of the afternoon session on June 2, and each read his essay to the meeting. Prizes went to Robert R. Metzelfeld, assistant sectional stockman, Chicago, Milwaukee, St. Paul & Pacific, for an essay entitled "Personnel Training in the Purchases and Stores Organization," and to K. E. Freeman, assistant storekeeper, Wilmington shops, Pennsylvania, for his essay "Ordering, Handling and Storage of Material for Diesel Locomotives." It was announced that 39 papers had been submitted for the contest just ended, and it was hoped future contests would elicit a broader response.

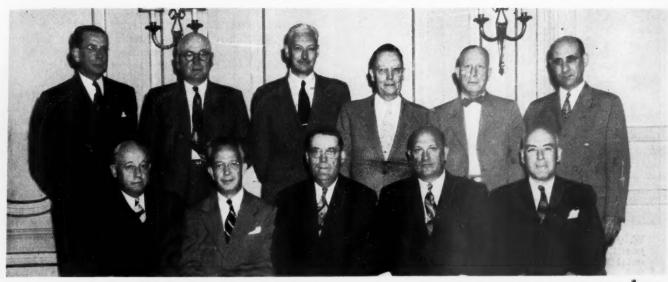
#### Disposition of Scrap

J. C. Baker, division storekeeper of the Southern. and chairman of the division's Committee on Scrap Handling and Preparation—Classification and Sale, listed in his report, as information, several items receiving attention and discussed by the committee during the year: "(2) The question of determining whether or not equipment should be sold on wheels. Your committee is of the opinion that this is a matter which should receive

careful consideration by the individual railroads under present conditions. (b) Track scrap (maintenance of way, excluding rail). Your committee's opinion is that this is predominantly heavy melting scrap or better and should not be disposed of as unprepared scrap when a minimum of handling will result in classifying to highest grading. (c) Increased costs in labor handling and preparation of scrap. These increases now make it necessary, more than ever, to provide proper facilities to assist in reducing costs. For instance, adequate crane and magnet equipment, power trucks, bundling or small presses to simplify handling of such items as air hose, burlap, paper, and plush."

"Because of present labor costs," Mr. Baker's report also said, "it is very essential that scrap handling facilities be developed to the highest degree of efficiency. . . . In illustration, new and improved facilities reported to this committee are: (a) One mobile crane, 10-ton capacity, 35 ft. boom, auxiliary counter weight, hydraulic brakes, dual pneumatic tires, 5 kw. generator for magnet operation. Cost: \$19,326. Estimated annual savings: \$5,000. (b) Industrial fork-lift truck, 4,000 lb. capacity, 9 ft. lift, 42-in. pallet-type load arms, pneumatic tires, dual rear wheels, gasoline air-cooled engine. Cost: \$3,382. Estimated annual savings: \$1,500. (c) Conveyor belt 700 ft. long with 24-in. belt in 15-hp. motors to handle small truck scrap."

As a result of last year's recommendation about classification of scrap from diesel-electric locomotives. Mr. Baker said, his committee has continued its contacts with diesel manufacturers in an effort to obtain lists showing piece numbers of parts containing expensive metals or alloys, for the purpose of determining how such items may be properly classified and sold to secure the highest possible price. "We have been advised by one of the larger diesel manufacturing companies." the report added, "that the suggestion we made would involve a considerable amount of time, but that they have been giving this serious study and are working toward a program to establish scrap prices for certain pieces of equipment. . . . They further advise that this certainly would make the job much more simple for everyone and



Purchasing group of the General Committee. Seated, left to right: W. W. Kelly, general purchasing agent, Atchison, Topeka & Santa Fe; J. S. Fair, Jr., purchasing agent, Pennsylvania; J. C. Kirk, general purchasing agent, Chicago, Rock Island & Pacific; A. L. Prentice, manager, purchases and stores, New York Central; and A. N. Laret, vice-president, St. Louis-San Francisco. Second row, left

to right: G. T. Wickstrom, general purchasing agent, Union Pacific; G. M. Betterton, general purchasing agent, Southern Pacific; E. A. Bromley, vice-president, Canadian National; H. M. Rainie, vice-president, Boston & Maine; Clyde Cocke, purchasing agent, Norfolk & Western; and S. A. Hayden, purchasing agent, Missouri-Kansas-Texas.

the railroads could be assured of full market price for the various types of scrap."

The report of the Committee on General Reclamation was presented by its chairman, A. T. Kipping, supervisor scrap and reclamation of the Chicago, Rock Island & Pacific. "Particular attention," the report said, "is invited to the necessity for giving special attention to the reclamation and conservation of material, especially critical items, under present day conditions. Greater efforts should be made to use what we have by repairing or converting to other use and avoiding the purchase of new material. . . . This means that more items must be reclaimed because of scarcity of material, although there may be little or no profit shown as a reclamation item." One example cited in the report was a reclamation process which refines contaminated lubricating oil from locomotive diesel engines. Not only is clean lubricating oil recovered in the process, it was pointed out, but a light distillate, usable as diesel fuel or for fine oiling, is also obtained.

#### Recovery of Lubricating Oil

"Your committee," Mr. Kipping's report also said, "has developed that there are approximately 1,334,000 [lubricating oil] filters used by American railroads per year, at an estimated cost of \$4,600,000. We have been unable to learn of anyone who has successfully cleaned these filters for reuse. Yet, with the volume involved, a successful method for reclaiming them would save millions of dollars. This committee believes some method to accomplish this could be developed by the Central Research Laboratory of the A.A.R. . . . . The general use of these filters and the amount spent annually for them prompted this committee to recommend that the Purchases and Stores Division request that a specific research project be established for this work and an appropriation be made to enable it to be carried out."

E. C. Osmondson, buyer, Chicago, Burlington & Quincy, presented the report of the Committee on Shop Manufacturing, of which he is chairman. The report said, in part: "We fully recognize the important task

the railroads have with government regulations affecting various commodities. With suppliers having difficulty meeting some requirements, certain items must be repaired and manufactured in railroad shops, cost being secondary. . . . The use of some steam locomotive material is being reduced to the point where minimum quantities cannot be manufactured to keep the cost in line. Your committee believes, however, that the reduced quantity should be manufactured and the higher cost accepted instead of carrying an excess quantity which will cause stock value to increase and also result in obsolescence."

The report of the Committee on Purchasing Department Organization and Procedure, the chairman of which is R. I. Renfrew, assistant general purchasing agent, New York Central system, described a committee visit to the purchasing office of the Southern at Washington, D. C., where a system has just been set up involving filing in an individual folder all papers relating to a particular purchase order with the office copy of the order. Many committee members, the report said, were impressed with the merit of the method. The committee also visited the Purchasing and Parts department of the Electro-Motive Division of General Motors Corporation at La Grange, Ill., to see how electro-mechanical tabulating machine equipment has been adapted to fit into some purchasing department operations.

The continued trend of disproportionate increases in the cost of stationery was discussed in the report of the Committee on Stationery and Printing presented by its chairman, E. M. Page, stationer of the Southern. "Using 1935 s a base," the report said, "the increase [in 1951] for general items was approximately 127 per cent, while stationery and printing increased approximately 246 per cent . . . In the interest of conservation of stationery and printing, it is suggested that member roads give very serious thought to the preparation of a circular to be posted on bulletin boards over the entire system; also, that consideration be given to the issuance of a circular with pay checks in an effort to educate employees in the importance of conserving materials."

The final report of the first day of the meeting was



J. Haggertyiect 2: Standard Material Classification



P. E. Turner-Subject 5: Forest Products



Titgen-E. H. -Subject Fuel-Coal. and Diesel Fuel Oil



Renfrew-Sub-I. ject 12: Purchasing Department — Organization and Procedure

that of the Committee on Simplification and Standardization of Stores Stock. It was presented to the group by committee Chairman G. J. House, assistant to manager of stores of the Erie.

"During the year 1951 there were 23 more fatal accidents and 1,199 more injuries than in 1950," said the report of the Committee on Fire Prevention, Safety Practices, Insurance-Purchasing and Stores Depart-

The report was presented during the June 3 morning session by D. J. Burke, storekeeper, Portland Terminal Company, and chairman of the committee. "Analysis of these figures," the report continued, "would serve to accomplish one answer: "The officers and employees are not practicing safety-accident prevention.' . . . Your committee feels that the remedy lies in education and practice rather than additional rules . . . and we strongly recommend that railroads hold current safety meetings with their employees, if this is not at present their general practice. . . Your committee also suggests that the families of the employees be invited to attend the moving pictures or other educational media

covering safety."

C. E. Reasoner, general storekeeper of the Missouri-Kansas-Texas, presented the report of the Committee on Storage and Material Handling Facilities-Capacity Loading and Prompt Handling of Company Material

Cars, of which he is chairman. The report recommended continuation of a project involving preparation of a booklet showing suggested standards for stores buildings and facilities and material handling equipment and devices. Much information, the report said, already has been assembled for inclusion in the booklet.

The report also recommended that member roads, in requesting the origination of unit loads by the supplier, refrain from paying for the service because the suppliers gain the cost of the service through reduction in their own handling costs, in addition to other

benefits.

#### Standardized Packaging

On the subject of standardized packaging the report said: "Research in developing a standard package for bolts (carriage and machine), nuts, lag screws, washers, rivets, etc., was carried on by this committee, which contacted the Industrial Fastening Institute for assistance toward a standard package that would suit the needs of member roads and also be acceptable to the manufacturers (members of this institute). Our objective . . . is to have one size container for the various commodities, which would lend itself to unit loads or palletization. Tests of several different size containers, used in forming a unit load, revealed that a box 11 in. by  $14\frac{1}{2}$  in. by 22 in., which is box manufacturers' standard size No. 8, is preferable; and it was found that this particular size could be made into unit loads of 4, 8, 16 or 24 each, thus fitting the mechanical handling equipment that individual member roads might have.

For more prompt handling of cars, the report recommended they should be unloaded, where possible, without requiring extra moves by switching crews. "Oftentimes moves of material can be made by mechanical handling equipment to eliminate extra spotting of cars by switch crews. Storehouse and yard switching should be done at night or during noon hour, where possible, to avoid delay to routine loading and

unloading of material during the day."

E. H. Titgen, fuel agent of the Missouri-Kansas-Texas, and chairman of the Committee on Fuel-Coal, Fuel Oil and Diesel Fuel Oil, introduced C. F. Bayer, manager, purchases and stores, of the Delaware, Lackawanna & Western, who reported for the committee's Diesel and Residual Fuel Oil Group. Mr. Bayer's report said "it is essential that the buyers of diesel engine fuel understand the fundamental characteristics of the product they are buying to the same degree they understand and know the properties of coal and residual fuel oil." For the guidance and information of diesel fuel buyers, a glossary of many important terms and characteristics of diesel fuel was compiled and included in the report. Additional printed copies also were distributed at the meeting.

'During 1951, and at the present time," the report of Mr. Bayer's group continued, "there is available an adequate supply of diesel fuel for railroads. We have been informed that any decided increase in demands by the military forces would result in a corresponding decrease in the supply for industrial and domestic uses. However, the weight of available evidence is that the petroleum industry will be in a position to meet this condition, provided the railroads liberalize their present specifications. In the event of a national emergency, the railroads might lose some of their present supply of high quality diesel fuel, but at least an ample supply

of railroad fuel appears to be assured.

The report of the committee's Coal Group, chairman

of which is E. S. Bonnet, fuel purchasing agent of the New York Central, said: "Coal of good quality has been in ample supply during the entire year; but, on account of increased dieselization on practically all the railroads, we have lost our position as the best customer of the coal industry. The railroads purchased approximately 15 per cent less coal in 1951 than they did in 1950."

#### **Outlook for Oil Industry**

At mid-morning on June 3 Mr. Kelly introduced Dr. Robert E. Wilson, chairman of the Standard Oil Company (Indiana), who addressed the meeting on "The Petroleum Outlook."

Dr. Wilson briefly reviewed what he called the "dizzying" state of the oil industry since the end of World War II. He suggested that railroads increase their inventories of diesel fuel to tide them over the possibility of governmental action to divert the flow of fuel if a cold winter imperils the supply of oil for heating homes. "There are more votes among home owners using oil as fuel than among railroads and the oil industry," he

"Any long-run picture for oil reserves," he continued, "must take into account the discovery each year of new previously unsuspected reserve areas as well as new methods which permit extraction of oil from areas where production was once considered economically and technically unfeasible." Over the very long run, Dr. Wilson added, he believes this country's oil exports will decrease and its imports will increase. "It is unreasonable," he pointed out, "to expect the United States, with 15 per cent of the world's oil-rich areas, to continue to supply about 60 per cent of the oil used in the world."

In the report of the Committee on Maintenance of Way and Construction Material—Methods of Handling and Distributing to Line of Road, which was presented by committee chairman F. A. Jarres, division store-keeper of the Baltimore & Ohio, it was suggested that non-returnable drums be used as water barrels for fire protection, leaving a coating of the original material, where practicable, on the interiors of the barrels or drums to act as protection. "One member road reports that its stores department has consulted with the engineering department as to the possibility of obtaining either a plastic or thin wall concrete fire barrel which would be more permanent. It is realized that such an installation would be expensive when originally effected, yet it is believed that ultimately it would be cheaper."

In its discussion of rust preventives, the report further suggested that a suitable rust preventive be employed to spray all track material, immediately after its receipt, to prevent waste caused by rust. A suggestion was made from the floor that manufacturers be prevailed upon to apply the antirust and not leave the expense of such a procedure to railroads.

A. H. Young, Jr., district storekeeper of the Chesapeake & Ohio, and vice-chairman of the Committee on Stores Department—Organization and Procedure, presented that committee's report, which said, in part: "Many industries use wire recording systems for recording inventories and we suggest that this device be investigated for possible use by railroad stores people to see if it would be advantageous to their operation. It is further recommended that this subject be made a live one by next year's committee."

"In some large terminals," the report also said, "there appears to be considerable switching time lost in the fueling of diesel switch locomotives because it is neces-



D. J. Burke—Subject 14: Fire Prevention, Safety Practices, Insurance — Purchasing and Stores Department



F. A. Murphy—Subject 40: Loss and Damage Prevention — Salvage and Disposition



C. E. Schnars—Subject 42: Diesel Locomotive Parts—Purchasing and Storekeeping



G. J. House—Subject 16: Simplification and Standardization of Stores Stock

sary for the switcher to return to a permanent fixed fueling location for fueling. One member road has found a solution to this problem by the use of highway tank trucks, similar to the ones used by the oil companies, in its large terminals. These trucks have a capacity of 1,-500 gal. of diesel fuel oil and also carry a supply of lubricating oil and sand. This mobile oil supply makes more hours available for switching service."

H. M. Rainie, vice-president of the Boston & Maine, and chairman ex-officio of the committee, pointed out to the meeting that at the end of 1941 railroad investment in supplies had a value of \$415,000,000, which was considered 128 days' supplies. On December 31, 1951, the dollar value of supplies had soared to \$872,000,000, and the supplies were considered sufficient for only 127 days.

The June 3 session recessed shortly after 11 a.m. to permit members to take a guided tour of the repair parts warehouse and other facilities of the Electro-Motive plant at La Grange. The Standard Railway Equipment Manufacturing Company invited all ladies to attend a luncheon and style show in the Wedgewood Room of Marshall Field & Co.

The first report submitted June 4 was that of the Committee on Diesel Locomotive Parts—Purchasing and Storekeeping, chairman of which is C. E. Schnars,



C. E. Reasoner—Subject 15: Storage and Material Handling Facilities — Capacity Loading and Prompt Handling of Company Material Cars

assistant general storekeeper of the Pennsylvania. The report said the committee had requested all manufacturers of diesel-electric locomotives to base "renewal parts and 'unit exchange' guarantees on one year or 100,000 miles from application to a locomotive and that this same guarantee apply to renewal parts repaired." The committee can now report, it continued, that the "four major diesel-electric locomotive builders offer guarantees for renewal parts and 'unit exchange' on the basis of one year or 100,000 miles from date of application, whichever shall occur first. Two of the builders have changed their guarantees on 'repair and return' to one year or 100,000 miles of service, provided the purchaser does not specify or limit the repairs to be made. One builder guarantees the workmanship and material used in making repairs on the basis of one vear or 100,000 miles of service. In the main, our objective has been achieved, but now it appears that some components should perhaps carry a guarantee of greater scope. A subcommittee has been appointed to study this possibility, submit a list of items and recommend a guarantee that is equitable.'

"One of the greatest sources of trouble in ordering, purchasing and storing diesel material," the report continued. "is the present inadequacy of parts change information furnished by the builders. . . . Builders of diesel-electric locomotives are only beginning to recognize the problem of the railroad storekeeper and purchasing agent who may carry duplicate stocks and order obsolete parts because parts change information is lacking. Your committee has discussed this matter with three of the builders and one manufacturer of steam generators. One builder has produced a parts change catalog which is satisfactory; another is presently engaged in developing a similar publication; while a third has agreed to survey his present catalog system and try to incorporate within it the parts change information desired by the railroads. . . . That is also the goal of the steam generator manufacturer. . . . The fourth diesel builder has not been approached by the committee, but it is hoped that a meeting with him can be arranged.'

P. E. Turner, lumber agent of the Atchison, Topeka & Santa Fe, presented the report of the Committee on Forest Products, of which he is chairman. This committee consists of three groups: Eastern-Southern, chairman, G. J. Hoffman, assistant purchasing agent, Pennsylvania; Midwestern, chairman, D. E. Dawson, general storekeeper, Gulf, Mobile & Ohio; and Far Western, chairman, L. S. Myers, assistant purchasing agent, Northern Pacific. E. H. Polk, purchasing agent, Southern Pacific, and a member of the Far Western

group, presented that group's report in the absence of Mr. Myers. The committee again recommended that the A.A.R.'s Mechanical Division be requested, in the interest of having a specification to which adherence is possible when air dried lumber is being purchased, to revise specification M-907 with respect to the allowable moisture content of such lumber. "The present specifications preclude the possibility of acceptance under the rules of air dried lumber in certain dimensions," the report pointed out, "because it is impossible to air dry it to the maximum moisture content" specified therein.

The committee suggested that efforts be continued toward promoting the loading by the mills of green lumber in open top equipment for mechanical handling at destination.

The final subject committee report of the session—that of the Committee on Loss and Damage Prevention—Salvage and Disposition—was submitted by Chairman F. A. Murphy, regional storekeeper, Baltimore & Ohio.

Adoption of a standard form, supported by pictures of improper loading wherever possible, was recommended for reporting value of lost and damaged company material shipments. Use of such a form, the report emphasized, would forcibly impress shippers and others with the tremendous loss involved and also encourage increased efforts to stop this leak in resources.

"Frequent use of impact meters in cars loaded with company material to register shocks caused by rough handling in yards, and on line were frequent damages occur, to support complaints filed with the transportation department, is recommended," the report said.

F. J. Steinberger, assistant general purchasing agent of the Santa Fe and chairman of the Committee on Committees, reported several changes in subject committee matters which had been approved by the division's General Committee. For the 1952-1953 term, selection of Subject Committee personnel will be on a personal application basis and the committees will be separated into regional subcommittees. It is intended that the subcommittees hold regular meetings within their areas on subjects assigned by the chairman of each Subject Committee. A final meeting of the Subject Committee, held at a central point to facilitate attendance by subcommittee chairman and members will incorporate the result of subcommittee meetings. Subcommittee members, at their regional meetings, may submit for discussion other subjects than those assigned by Subject Committee chairmen.

The usual letter of appointment to Subject Committees, Mr. Steinberger's report continued, will contain a request for an immediate meeting of the chairmen, vice-chairmen and chairmen ex-officio of each Subject Committee to formulate plans for the ensuing year. Meetings of the three officers of each committee are to be held within 30 days of their appointments.

Also recommended was the appointment of a steering committee to formulate specific assignments for development by Subject Committees.

V. N. Dawson, general storekeeper of the Baltimore & Ohio, was elected chairman of the division to succeed Mr. Kelly. Elected to succeed Mr. Dawson as vice-chairman was H. M. Rainie, vice-president, Boston & Maine. New members elected to the General Committee were N. B. Coggins, general storekeeper, Southern; O. O. Albritton, vice-president, Illinois Central; W. H. Lloyd, general storekeeper, Chicago, Rock Island & Pacific; Mr. Steinberger; and H. O. Wolfe, purchasing agent, Gulf, Mobile & Ohio. Reelected to the General Committee were G. E. Wilson, manager of stores, Reading; and J. S. Fair, Jr., purchasing agent, Pennsylvania.

#### SUPPLY TRADE

#### Acme Steel Building Plant Near Toronto

Preliminary construction has begun on a \$980,000 plant for the Acme Steel Company at Scarborough, Ont. It is expected that the plant will be com-pleted by late fall.

The plant will manufacture flat steel strapping and seals for container reinforcement. It will be a one-story structure covering 30,000 sq. ft., located on a 62-acre tract bounded by Warden and St. Clair avenues.

The Owens-Illinois Glass Company has announced that its subsidiary, the American Structural Products Company, has changed its name to the Kimble Glass Company and has acquired the business and assets of the Kimble Glass division, The Kimble Glass division, acquired by Owens-Illinois in 1946, has plants in Vineland, N. J., Chicago Heights, Ill., Warsaw, Ind., and Toledo, Ohio. Stanley J. McGiveran, vice-president of Owens-Illinois, formerly general manager of the Kimble Glass division and president of American Structural Products, will be president of the sub-

The Farr Company, of Los Angeles, has appointed four new representatives, as follows: Donald Southard of Denver, to cover Colorado and Wyoming; the F. W. Jenike Company, Cincinnati, for the Cincinnati trading area and Kentucky; the Charlie Wood Company, Columbus, Ohio, for the Columbus, Dayton, Mansfield and Coshocton trading areas; and the William M. Shank Company, Indianapolis, to cover southern Indiana.

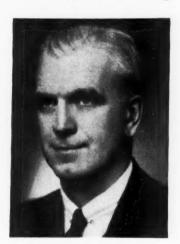
The Westinghouse Electric Corporation will build a new multimillion dollar plant at Raleigh, N. C., as part of its \$296,000,000 expansion program. The plant, more than 500,000 sq. ft. in area and employing 2,500 people, will be for the manufacture of watthour electric meters. Ground will be broken within the next few weeks on a 100-acre site just north of Raleigh. Completion is expected July 1,

The Quaker Rubber Corporation division of H. K. Porter Company, Philadelphia, has established a branch warehouse and sales office at 430 South Mill street, Lockland 15, Cincinnati. The new branch is under the supervision of W. W. Hutchinson, who formerly covered the Toledo territory.

Robert D. Sowers has been appointed sales manager of the industrial division at the Sharon Works of the National Malleable & Steel Castings Co., to replace Paul E. Tamplin, deceased. Mr. Sowers, who joined National Malleable in 1936, has been with the railway division at the Cleveland general office for the past year.

William H. Franklin, controller of Caterpillar Tractor Company, has been elected a vice-president.

Thomas C. Ballou has been appointed district sales manager of the New York sales district, for the American Car & Foundry Co. He will be in charge of railroad car and miscellaneous sales in New York, New Jersey, New England and Eastern Canada and will report directly to F. H. Norton, vice-president in charge of



Thomas C. Ballou

sales. Mr. Ballou joined the company's sales staff at Cleveland, Ohio, in 1936. He later was transferred to the New York sales office and in 1948 was appointed sales agent. In October 1951 he was appointed district sales representative in New York, which position he held until his recent appointment.

Robert Dean has announced the organization of a new company handling railroad equipment, to be known as the Railroad & Foundry Supply Co., at Walton, Ky.

The Speer Carbon Company, Saint Marys, Pa.. and its subsidiaries, Jeffers Electronics, Inc., Dubois, Pa.; the International Graphite & Electrode Corp., Niagara Falls, N. Y., and the Speer Resistor Corporation, Saint Marys, have consolidated into one company, the Speer Carbon Company, with headquarters at Saint Marys. The subsidiaries henceforth will operate as divisions of Speer Carbon.

#### OBITUARY

Frank W. Edwards, secretary and treasurer of the Ohio Injector Company, died May 20 at his home in Chicago.

Anthony G. Dohm, vice-president in charge of sales for the Camel Company of Chicago, died May 31 in his home in Chicago.

## EOUIPMENT AND SUPPLIES

#### LOCOMOTIVES

The Pittsburgh & West Virginia has ordered six 2,000-hp. road-switching diesel-electric locomotive units from Fairbanks, Morse & Co. at an estimated cost of \$1,050,000. "Six similar units have just been delivered," a spokesman for the road told Railway Age, "and we expect that acquisition next February of the units just ordered will afford complete dieselization.'

#### MARINE

The Delaware, Lackawapna & Western has ordered 20 covered steel barges from the Bethlehem Steel Company. The barges, to be built at Bethlehem's Staten Island, N. Y., plant. will meet specifications formulated by the General Managers Association of the railroads serving New York, as described in Railway Age December 3, 1951, page 102.

The Erie's board of directors has authorized purchase of three diesel tugboats at a cost of \$1,300,000. When delivered in mid-1953 they will replace four steam tugs and the road's fleet of tugs will be all diesel powered.

#### ORGANIZATIONS

The Ohio Valley Transportation Advisory Board will hold its 102nd regular meeting in the Hotel Antlers, Indianapolis, on June 17-18. Dr. I. Lynd Esch, president of Indiana Central College, will be guest speaker at a joint luncheon to be held on the 18th with the Indiana State Chamber of Commerce, the Indiana Traffic Club, the Indianapolis Chamber of Commerce and the Indianapolis Board of Trade.

The Trans-Missouri-Kansas Shippers Board has announced that Fred G. Gurley, president of the Santa Fe, will be guest speaker at the luncheon to be held on June 12 in connection with the 93rd regular meeting of the board. Mr. Gurley will speak on "The Advantages and Costs of Movement." The Traffic Club of Wichita will participate in the luncheon, which will be held in the Broadview Hotel, Wichita, Kan.

The 81st regular meeting of the Great Lakes Regional Advisory Board, will be held in the Chinese Room of the Hotel Statler, Buffalo, N. Y., on June 17 and 18, at 9 a.m. Subjects for discussion will include:

"National and Local Rail Transportation Conditions," "Iron Ore and Coal Shipping on Great Lakes," "Forecast of Carloadings, 3rd Quarter, 1952," "Less-Car-Load Service," and "Freight Car Efficiency." At the luncheon session on the 18th, Melvin H. Baker, chairman of the board of National Gypsum Company, will speak on "The Producer Looks at Transportation."

The Metropolitan Maintenance of Way Club will hold its annual Outing at the Out O'Bounds Aero & Golf Club, Suffern, N. Y., on June 19. Sports start at 10 a.m. and a buffet luncheon will be served at 1:30 p.m.

The Women's Traffic Club of Metropolitan St. Louis will hold its election and installation of new officers on June 19, at the Hotel De Soto.

The Pacific Coast Transportation Advisory Board will hold its 88th regular meeting on June 12 and 13, in the Bellevue Hotel, San Francisco. Lloyd Graybiel, vice-president, American Trust Company, San Francisco, will speak at the luncheon session, on "Transportation Stake and Dollar Diplomacy."

The National Railway Historical Society will hold its next Railfan trip on the Long Island, June 15. The special train, leaving Jamaica at 8:50 a.m., will cover the "freight service only" branches in Queens, Kings and Nassau counties and return to Jamaica at 3 p.m., when it will proceed to the road's Morris Park yard and shops.

Bi-monthly list of Meetings and Conventions begins on page 84.

## CONSTRUCTION

Northern Pacific Terminal Company of Oregon.—Tracks at the south end of the Union Station passenger yard are being relaid with 131-lb. rail at an estimated cost of \$64,300. In- and outbound tracks at the north end of the yard are to be relaid with 112-lb. rail at an estimated cost of \$95,000. Work will begin on the latter project about July 15, upon completion of the south end project. All work, which is being undertaken by company forces. will be completed about the end of October of this year.

Peoria & Pekin Union.—Material has been ordered for floodlighting the switching leads of East Peoria yard at a cost of \$17,000. A 60-ft. 150-ton track scale with type registering beam is being installed at East Peoria at a cost of \$32,000.

Pennsylvania — Belvidere Delaware.—The latter road, operated by the Pennsylvania, has been authorized by the I.C.C. to construct a quartermile industrial spur from a point near Roxburg, N.J., across the Delaware river to a point in Pennsylvania. The line will serve a newly established power plant on the Pennsylvania side. (Railway Age, April 7, page 139.) Approximately 800 feet of the line will consist of a bridge across the river. Estimated cost of the construction is \$1,044,141, of which the power company will pay \$400,000.

Terminal Association of St. Louis-Madison, Illinois & St. Louis.

—These railroads have filed a joint application with the I.C.C., seeking authority to construct approximately 6,276 feet of trackage near Granite City, Ill. The new line would serve dock facilities to be constructed on the Mississippi river by the Bi-State Development Agency for use of barge lines.

Texas & Pacific.—Installation of a 1.5-million gallon diesel fuel storage tank at Fort Worth, Tex., has been authorized. The new tank will supplement the present million-gallon tank to provide an estimated 65-day supply of fuel for the system at that point. Actual construction of the larger tank is scheduled for 1953.

#### FINANCIAL

Atlantic Coast Line. —Acquisition. —This road has applied to the I.C.C. for authority to acquire and operate a 6.4-mile rail line between Donora, S. C., and Meyers Mill, to replace the present 7-mile line between those two points. The present line passes through the area which the United States is acquiring for use in connection with the Savannah River plant of the Atomic Energy Commission. The A.E.C. will construct the new trackage, which would be turned over to the A.C.L. in exchange for its present line.

Denver & Rio Grande Western.—Bond Issue.—The I.C.C. has dismissed without predjudice this road's application for authority to issue \$40,000,000 of series B first mortgage bonds. The road recently advised the commission that it wished to withdraw the application, which was originally filed in March 1951. (Railway Age, March 26, 1951, page 70.) Proceeds from the sale of these series B bonds would have been used to redeem other D.&.R.G.W. bonds outstanding in the amount of \$46.239,089.

Illinois Central. — Changes in Corporate Structure. — Stockholders have approved the proposed increase in the number of shares of common stock from 1.390,511 to 3,500,000 (Railway Age, May 19, page 178). Directors were authorized to issue and sell such

shares at not less than \$100 a share, or to issue and sell debentures convertible into such authorized common stock at no less than that figure.

Jefferson Southwestern. — Joint Control by Three Roads.—Acquisition of control of this road by the Chicago & Eastern Illinois, the Missouri Pacific and the Illinois Central has been approved by the I.C.C. The three roads will pay a total of \$85,000 for the J. S. stock, which is presently owned by the Zeigler Coal & Coke Co. The J. S. operates 11.6 miles of main-line trackage between Mt. Vernon, Ill., and Nason, together with 2.13 miles of other track. It serves an area rich in coal deposits. (Railway Age, May 19, page 178.)

Long Island.—Reorganization.—Acting under terms of recent amendments to New York state law, the Long Island Transit Authority has filed with officials of the state, of New York City, and of Nassau and Suffolk counties, a "certificate" finding "that the public interest requires that the authority have power to acquire all or part of the Long Island Rail Road in order to carry out the purposes of the law." The certificate states that:

"The authority is formulating a plan of reorganization of the railroad, and will file this plan as soon as possible with the I.C.C. and press for its approval with all possible speed. In so doing, and as provided in the law, the authority will 'continue to the extent feasible, the development of a plan of reorganization providing for the operation of the railroad in a safe and adequate manner by a corporation controlled by private interests.' Further, as provided in the law, if the authority shall acquire ownership or control of the Long Island, it will 'nevertheless, to the extent feasible, continue to encourage and assist in the development of a plan for the transfer of the railroad to a corporation controlled by private interests on terms which will provide for the operation of the railroad in a safe and adequate manner.'"

Missouri-Kansas-Texas of Texas.—Trackage Rights.—This road has asked the I.C.C. to approve a proposed new trackage rights agreement under which it uses the Texas & New Orleans passenger station at Austin, Tex. The new agreement, basically an extension of one in effect since 1904, was negotiated because of changes in operations and accounting practices. The M.-K.-T. uses approximately 10,500 feet of T. & N.O. main line, plus yard, coach yard and roundhouse trackage. The proposed new agreement would be dated November 1, 1949, and run to November 1, 1959.

New Jersey & New York.—Reorganization.—The I.C.C. has authorized payment of \$6,000 to Peter Duryee, trustee, and \$8,500 to R. S. Buell, counsel for the trustee, in the 12-month period beginning July 1, 1952. These amounts, representing maximum interim compensation," are subject to adjustment by the commission upon showing of all services rendered and bene-

fits derived by the estate during the

New York Central.—Merger of Subsidiaries. - Stockholders of this company at their annual meeting on May 28, voted approval of a proposed merger into the parent company of seven wholly owned subsidiaries—West Shore; New Jersey Junction; New York at Fort Lee; Wallkill Valley; Toledo & Ohio Central; Lake Erie, Alliance & Wheeling; and Federal Valley. The I.C.C. has already been requested to approve the proposed merger (Railway Age, March 31, page 61).

New York, Susquehanna & Western.—Reorganization Managers Approved.—Edward G. Herendeen, Richard K. Paynter, Jr., and Norvin H. Green have been approved as reorganization managers for this company by the United States district court having jurisdiction. Henry K. Norton will continue as trustee.

St. Louis, San Francisco & Texas. -New Director.-James A. Fant, president of the Fant Milling Company, Sherman, Tex., has been elected to fill the unexpired term of the late C. G. Hardwicke on the board of this Texas subsidiary of the St. Louis-San Francisco.

Savannah Union Station.-Joint Use.—Three roads, the Atlantic Coast Line, the Seaboard Air Line and the Southern, have requested I.C.C. approval of a new agreement covering their joint use of the station, tracks and facilities of the Savannah, Ga., Union Station Company. The original agreement, dating from 1902, expired April 30. The new agreement continues the same general arrangement, including rental payments on a user basis. Under this, the A.C.L. pays 56.75 per cent of total rental charges, the S.A.L. 38.73 per cent, and the Southern 4.52 per cent.

South Georgia. — First Mortgage Bond Issue.—The I.C.C. has dismissed, for want of prosecution, this road's application of authority to issue \$300,000 of first mortgage 5 per cent bonds (Railway Age, July 30, 1951, page 56). The bond issue was to raise funds to pay off indebtedness to stockholders and provide money for repairs and improvements. The I.C.C. order dismissing the application said the road failed to make a showing of new capitalizable assets sufficient to support the proposed bonds.

#### **New Securities**

Application has been filed with the LC.C. by:

ATLANTIC COAST LINE.—To issue and sell \$20,000,000 of series C general mortgage bonds. Proceeds from the sale of these bonds would reimburse the road's treasury for expenditures made on roadway additions and betterments since January 1, 1950, and would provide funds to accelerate A.C.L.'s modernization and improvement program.

Meanwhile, the road's application for authority to sell these bonds without competitive bidding is still pending before the I.C.C. Halsey, Stuart & Co. has intervened in opposition to that request. (Railway Age, May 19, page 178). In its present application, the road said the "very favorable sale" of new series C bonds may be in jeopardy unless prompt approval is granted. Several holders of A.C.L. first consolidated mortgage bonds, which mature July 1, want to reinvest in the new bonds. The road told the I.C.C. it has commitments in hand for the sale of the full \$20,000,000 of new bonds but that it faces a July 1 deadline.

Division 4 of the I.C.C. has author-

Division 4 of the I.C.C. has authorized:

CHESAPEAKE & OHIO.—To assume liability for \$9,300,000 of equipment trust certificates, to finance in part nine diesel-electric locomotives and 1,658 freight cars costing an estimated \$11,765,935 (Railway Age, May 12, page 80). Division 4's report approved sale of the certificates for 99.423 with interest at 2% per centhe bid of Halsey, Stuart & Co. and 10 associates—which will make the average annual cost of the proceeds to the road approximately 2.97 per cent. The certificates, dated June 1, will mature in 30 semiannual installments of \$310,000 each, beginning December 1, 1952. They were reoffered to the public at prices yielding from 1.9 to 3 per cent, according to maturity. CHICAGO & WESTERN INDIANA.—To issue \$65,000,000 of first collateral trust bonds, series A, due May 1, 1982. The road will sell \$64,29,000 of the new bonds at 100.10 to a group of underwriters headed by The First Boston Corporation and Halsey, Stuart & Co. The bonds will bear interest at 4% per cent, and will be jointly guaranteed as to principal and interest by the C.&W.I.'s five proprietary roads. (Railway Age, May 5, page \$6).

The \$761,000 of new series A bonds which the road is not selling at present will be exchanged for a like amount of first and refunding mortgage bonds, series D. The latter bonds are pledged as secvrity for a short-term bank loan. When the note is paid, these bonds will be returned to the road's treasury, where they will be held pending further order of the commission.

Proceeds from the sale of the new first collateral trust bonds will be used as follows: To

will be held pending further order of the commission.

Proceeds from the sale of the new first collateral trust bonds will be used as follows: To pay at maturity, on July 1, \$50,000,000 of outstanding consolidated mortgage bonds; to redeem, on September 1, \$11,739,000 of first and refunding mortgage bonds, series D; to reimburse the road's treasury in the amount of \$1,027,000 for capital expenditures and payment of the short-term bank note; and to provide funds for additions and betterments.

The C.&W.I. obtained permission from the I.C.C. to sell these bonds without competitive bidding. The road planned originally to issue and sell \$52,500,000 of new bonds, but later raised this to the \$65,000,000. The road also changed designation of the new issue from general and collateral trust mortgage bonds. Both changes were approved by the I.C.C.

In authorizing the new bond issue, the commission also granted the road authority to issue \$2,500,000 of first and refunding mortgage bonds, series E, due September 1, 1962. These will be pledged as added security under the new first collateral trust mortgage.

#### Security Price Averages

becarry inter	2101	2903	
	June 3	Prev. Week	Last Year
Average price of 20 repre- sentative railway stocks	61.17	60.85	52.27
Average price of 20 repre- sentative railway bonds	94.09	94.10	93.89

#### **Dividends Declared**

ATCHISON, TOPEKA & SANTA FE.—5% non-cumulative preferred, \$1.25, semiannual, payable August 1 to holders of record June 27.
CHICAGO, BURLINGTON & QUINCY.—\$3.50, payable June 27 to holders of record June 17.
DELAWARE & HUDSON.—\$1, quarterly, payable June 28 to holders of record June 12.
DENVER & RIO GRANDE WESTERN.—\$1, payable June 17 to holders of record June 6.
ERIE.—75¢, increased, payable June 23 to holders of record June 6.
GUIF, MOBILE & OHIO.—common, 50¢, payable June 30 to holders of record June 10; preferred, \$1.25, payable December 26 to holders of record December 6.
ILLINOIS CENTRAL.—75¢, quarterly, payable July 10 to holders of record June 4.
READING.—4% 2nd preferred, 50¢, quarterly, payable July 10 to holders of record June 19.
\$MARON.—80¢, payable June 2 to holders of record May 23.
WHEELING & LAKE ERIE.—common, \$1.43%; 4% prior lien, \$1, quarterly; both payable August 1 to holders of record Jule 18.

#### CAR SERVICE

I.C.C. Service Order No. 562 has been modified by Amendment No. 4 which appointed Charles W. Taylor to succeed Homer C. King as the commission's agent with authority to authorize diversion and rerouting of freight cars to meet emergency conditions. Authorizations issued under the order will thus become "Taylor orders" instead of "King orders." Mr. Taylor Mr. Taylor is director of the commission's Bureau of Service, a position formerly held by Mr. King, who is now deputy administrator of the Defense Transport Administration. The amendment became effective May 25.

I.C.C. Service Order No. 856, which provides for inclusion of Saturdays in computing demurrage, was reinstated as of June 1. Amendment No. 3 set back the expiration date of the order from May 31 until November 30. Meanwhile, Order No. 856-A, which had suspended No. 856 from April 16, expired

on May 31.
I.C.C. Service Order No. 865, which imposes super-demurrage charges running up to \$20 per day, has been modified by Amendments 26 and 27. Amendment No. 26 set back the order's expiration date from May 31 to June 30. Amendment No. 27 continued in effect (also until June 30) provisions which suspend the order's applicability to all cars except gondolas and flats.

I.C.C. Service Order No. 866, which prescribes operating regulations for movement of freight cars, has been modified by Amendment No. 4. The amendment, effective May 31, stipulates that the Sundays and holidays, which may be excluded in computing periods of time under the order, shall be only those Sundays and holidays occurring "within the said periods of time, but not after." The periods of time referred to are those which the order allows for placement and pulling of freight cars at industry sidings.

I.C.C. Service Order No. 867, which governs the handling of trap or ferry cars governing l.c.l. freight within a switching district, has been modified by Amendment No. 6, which set back the expiration date from May 31 until

August 31.

I.C.C. Service Orders Nos. 870 and 871, which restrict the free time allowed on freight cars at ports, have been modified by amendments (Nos. 5 and 6, respectively), which set back the expiration dates from May 31 until August 31.

I.C.C. Service Order No. 872, which maintains the permit system controlling movements of grain to terminal elevators, has been modified by Amendment No. 3, which set back the expiration date from May 31 until October 31.

I.C.C. Service Order No. 878, which requires "heavy" loading of canned goods and foodstuffs in packages, has been modified by Amendment No. 2, which set back the expiration date

from May 31 until November 30. Also set back to the same date are expiration dates of general permits issued under the order.

Four service orders were issued by the I.C.C. on June 3 to meet conditions arising as a result of the strike in the steel industry. Nos. 884 and 885 established permit systems under which railroads can get authority to load cars with ex-lake iron ore and import iron ore, respectively, holding such cars on their lines free from demurrage and storage charges. Charles W. Taylor, director of the commission's Bureau of Service, is permit agent under both orders. No. 886 suspended Agent L. C. Schuldt's demurrage tariff, L.C.C. 4447, insofar as it applied to lake-cargo coal. No. 865-B suspended No. 865, which imposed penalty demurrage charges on gondola and flat cars. All four orders were scheduled to expire June 16.

## RAILWAY OFFICERS

EXECUTIVE



THREE K.C.S. VICE-PRESIDENTS
—As reported in *Railway Age*, May
26, Fred H. Hooper (above), general
manager of the Kansas City South-



ern, has been elected vice-president and general manager; Joseph R. Brown above), general counsel, has been elected vice-president and



general counsel; and L. Orval Frith (above), assistant to the president, has been elected vice-president and executive assistant.

D. E. Farrar, superintendent of personnel of the Kansas City Southern, has been appointed assistant to



D. E. Farrar

the president. Starting as an office boy in the passenger department in 1928,



Robert M. Edgar, assistant to the president of the Boston & Maine, has been elected also vice-president, with head-quarters as before at Boston.

Mr. Farrar's service with the company includes 14 years in the legal department. In 1948 he was appointed supervisor of personnel, and superintendent of personnel in September 1950.

John C. Nolan, general eastern freight agent for the WESTERN PACIFIC at New York, has been appointed to the newly created position of assistant to the vice-president (traffic), with headquarters at San Francisco.

#### FINANCIAL, LEGAL & ACCOUNTING

William J. Powell, general attorney for the MINNEAPOLIS & St. Louis, has been promoted to assistant general counsel, with headquarters as before at Minneapolis, Minn.

H. D. Barnes, comptroller of the Chicago & North Western, has been given jurisdiction over the accounting departments of the North Western and the subsidiary Chicago, St. Paul, Minneapolis & Omaha. John A. Wood, assistant comptroller, has been named general auditor of the North Western, while F. L. Doody, assistant comptroller, has been appointed assistant general auditor.

Mr. Barnes began his railway career with the C. & N.W. in 1917 as an inspector and instrumentman. He was

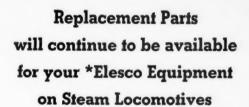


H. D. Barnes

in military service during World War I, and returned to the railroad in 1919. In 1923 he was appointed assistant engineer, accounting department, and six years later was promoted to cost engineer. He became auditor of capital expenditures in 1936, and assistant general auditor in 1943. He was later appointed assistant comptroller, and in 1947 was named comptroller.

Mr. Wood started with the North Western in 1918, in the valuation department, later serving as instrumentman and assistant engineer. In 1936 he was appointed cost engineer. He was promoted to auditor of capital expenditures in 1943 and subsequently to assistant comptroller.

Mr. Doody began his railroad service



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with the Omaha line in 1905, serving successively as clerk, traveling auditor, assistant auditor and then auditor of freight accounts, before joining the



John A. Wood

North Western in 1929 as auditor of passenger accounts. In 1932 he became assistant general auditor and, in 1945, assistant comptroller.

#### OPERATING

J. C. Mixon, assistant general superintendent of the Northern division of the ATLANTIC COAST LINE, has been appointed general superintendent of the Northern division, with headquarters as before at Savannah, Ga., succeeding F. B. Langley, who will retire at his own request on June 5, after more than 45 years of service.

J. J. Stockard, acting general superintendent of the Western division, has been appointed general superintendent of that division, with headquarters as before at Atlanta, Ga., succeeding G. E. Rollins, who, on the advice of his



J. C. Mixon

physician, has retired from active service, after more than 44 years of service. Mr. Mixon was born at Waterloo, S. C., on May 29, 1898, and attended Columbia University, New York (Student Army Training Corps). He entered railroad service as a clerk in

the office of the vice-president and general manager of the Charleston & Western Carolina in May 1916 and subsequently served as secretary to general superintendent and assistant chief clerk in that office. He later served as roadway accountant of the Georgia and then became chief clerk to the general superintendent of the C. & W.C. Mr. Mixon joined the A.C.L. as chief clerk to the general superintendent at Savannah on December 1, 1923, and was promoted to terminal trainmaster at Charleston, S. C., in November 1939, trainmaster of the Columbia district at Florence, S. C., in February 1943, acting superintendent transportation of the Northern division in July 1947, and superintendent transportation of that division in November 1947. He has been assistant general superintendent of the Northern division for the past month.

Mr. Langley was born at Camp Hill, Ala., on June 4, 1885, and entered railroad service in 1901 with the Central of Georgia. From 1907 to 1917 he was in agency, telegraph and dispatching service on the A.C.L. at Wilmington, then served successively as train-



J. J. Stockard

master, district superintendent and superintendent transportation. In June 1940 Mr. Langley was appointed general superintendent of the Northern division.

Mr. Stockard was born at Raleigh, N. C., on January 3, 1904, and attended Davidson College. He entered the service of the A.C.L. on February 3, 1922, and served in various clerical capacities, as car distributor, chief clerk to superintendent, yardmaster, general yardmaster and trainmaster, successively. After service in the U.S. Army during World War II, he returned to his post as trainmaster in May 1946 and eleven months later was again furloughed, this time to work with the Rules committee of the Association of American Railroads. In May 1947 he returned to the A.C.L. as special representative and became acting superintendent of the Birmingham and Brunswick districts at Manchester, Ga., in January 1948. Mr. Stockard was appointed superintendent of those districts in July 1948 and subsequently became acting general superintendent

of the Western division.

Mr. Rollins was born at Sumter, S. C., on September 10, 1887, and entered railroad service on September 23, 1908, as brakeman on the A.C.L. He subsequently served as yard clerk, brakeman, conductor, night yardmaster, general yardmaster, terminal trainmaster, trainmaster, assistant district superintendent and district superintendent. In July 1943 Mr. Rollins was appointed superintendent transportation of the Northern division, becoming acting general superintendent of the Western division in July 1947 and general superintendent of that division three months later.

#### TRAFFIC

The CHICAGO & EASTERN ILLINOIS has opened a new traffic office in Cincinnati, in the Dixie Terminal building, 4th and Walnut streets. Walter T. Guthrie, formerly of the C.&E.I.'s Seattle, Wash., office, has been appointed general agent of the new of-

Carl W. Plagemann, assistant general agent, passenger department, of the CHICAGO, BURLINGTON & QUINCY at Chicago, has been appointed general passenger agent of the Colorado & Southern, succeeding Clark J. Ely, who has retired. Mr. Plagemann began his railway career as a stenographer in 1922, advancing to city passenger agent in 1926. In 1940 he was named city ticket agent and in 1946 was promoted to assistant general agent, passenger department.

Mr. Ely started as a messenger boy for the C. & S. in 1903, subsequently serving in various clerical positions until 1919, when he was promoted to chief clerk. In 1939 he was appointed assistant general passenger agent and in 1941 became general passenger

agent.

A. J. Mahon, general passenger agent of the CANADIAN PACIFIC at Winnipeg, Man., has been transferred to Montreal, succeeding H. A. Lee, recently promoted to passenger traffic manager for the Prairie and Pacific regions at Winnipeg. C. G. Jordan, assistant general passenger agent at Vancouver, B.C., succeeds Mr. Mahon as general passenger agent at Winnipeg. George Cleland, general agent at Chicago, has been named assistant general passenger agent at Vancouver. Ralph Matthews passenger traffic representative at Vancouver, has been appointed district passenger agent at Regina, Sask., succeeding H. F. Nelson, who has been appointed general agent at Chicago.

Mr. Jordan joined the C.P. at St. John, N.B., in 1919 and served at various passenger department posts at

(Continued on page 82)

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OAKITE

E RAILWAY SERVICE DIVISION

(Continued from page 76)

Buffalo and Chicago. He was named general agent at Seattle in 1948 and assistant general passenger agent at Vancouver in February 1950.

#### PURCHASES & STORES

C. F. Snyder, general foreman, stores department, of the LOUISVILLE & NASHVILLE at South Louisville, Ky., has been appointed assistant general storekeeper, succeeding R. R. Kane. Clarence J. Knight, chief clerk in the storekeeper's office, has been named to the newly created position of assistant general storekeeper-diesel materials, at South Louisville.

Mr. Snyder has been with the L. & N. since 1920, being employed at first in the mechanical department. In 1932 he was appointed assistant general foreman of the stores department. Ten years later he became general foreman.

Mr. Knight has served in the stores department since 1909. He held minor positions at several locations and in 1931 was transferred to South Louisville. He was general line stockkeeper in charge of roadway materials until 1947 when he was appointed chief clerk in the general storekeeper's office.

DUMPS

**BOTH** 

WAYS

W. K. Smallridge, assistant purchasing agent for the NORTHERN PACIFIC, has been appointed purchasing agent, succeeding E. M. Willis, retired.

Mr. Smallridge entered N.P. service at Tacoma, Wash., in 1923 as a traffic department messenger and held several operating jobs before going to the



W. K. Smallridge

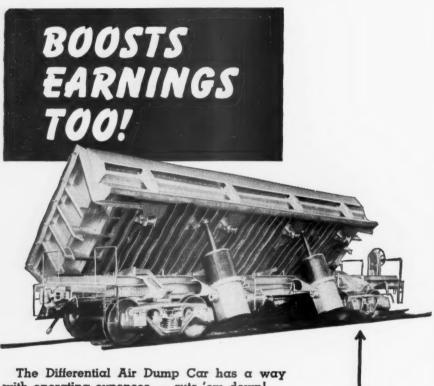
stores department in 1930. He was appointed assistant purchasing agent in 1950 after 20 years in the stores department at Tacoma, Brainerd, Minn.,

and St. Paul.
Mr. Willis began railroad work in 1904 as a clerk for the Algoma Central & Hudson Bay at Sault Ste. Marie, Ont. After a short period with the Chicago Great Western, he joined the N.P. in 1907 as a stenographer in the engineering department. In 1913 he joined the New York, New Haven & Hartford as assistant to the president, returning to the N.P. in 1918 as assistant secretary and assistant treasurer at New York. In 1925 he was appointed executive assistant at St. Paul, Minn., and was named purchasing agent in 1935.

#### ENGINEERING AND SIGNALING

Charles N. Billings, whose appointment as assistant to chief engineer of the Southern Pacific Lines in Texas and Louisiana was reported by Railway Age on May 5, has spent his entire railroad career with the S.P. Starting in 1919 as rodman, he became successively draftsman, instrumentman, resident engineer and special flood survey engineer. In 1927 he was appointed assistant engineer at Houston, Tex. He was named bridge and building supervisor in 1931 and in 1942 became division engineer. He was appointed assistant superintendent at Ennis, Tex., in 1946 and held this position at the time of his recent appointment at Hou-

Robert Craig Steele has been appointed assistant engineer of signals in the office of chief engineer, CANA-



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There's another pair of massive muscles on the other side of the car, too, means two-way dumping and greater flexibility.

They're built to take rough treatment whether it's the slam-banging of the clam or the sudden dumping of tons of hot slag. These cars can take it and can come back faster for more.

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DIAN PACIFIC, at Montreal. Mr. Steele was formerly assistant signal engineer of the Electric division of the New YORK CENTRAL at New York.

C. M. Wallace, whose appointment as superintendent, telegraph and signals for the Western region of the PENNSYLVANIA was reported by Railway Age on May 19, has spent his entire railroad career with that road. Starting with the signal department in 1916, he became signal apprentice and served at several locations in the eastern region. In 1919 he was appointed assistant supervisor, telegraph and signals and was transferred several times in that capacity. He was promoted to supervisor, telegraph and signals in 1931 and in 1947 became engineer, telegraph and signals at Chicago, for the western region. In 1949 he was appointed assistant superintendent, telegraph and signals at Philadelphia, Pa., and held this position at the time of his recent promotion.

#### OBITUARY

James N. Flowers, retired vicepresident and general counsel for the GULF, MOBILE & OHIO, died May 5 in Jackson, Miss.

#### **Meetings and Conventions**

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

meetings and places of meetings.

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BACGACE TRAFFIC MANAGERS.—T. R. Stanton, acting secy-treas., 1450 Railway Exchange Bldg., St. Louis 1, Mo.

AMERICAN ASSOCIATION OF PASSENCER TRAFFIC OPPICERS.—B. D. Branch, Eastern Timetable Distributing Company, Liberty Street Terminal, New York 6, N. Y. Annual meeting, October 13-15, 1952, Hotel Gunter, San Antonio, Tex.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN ASSOCIATION OF TRAVELING PASSENCER AGENTS.—C. A. Melin, P. O. BOX 5025, Cleveland 1, O. Annual meeting, October 6-8, 1952, Buena Vista Hotel, Biloxi, Miss.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tab-

September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

American Railway Car Institute.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

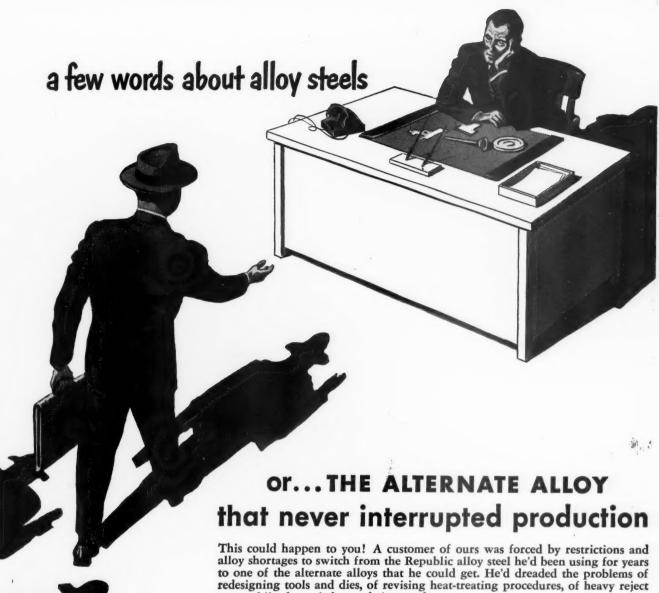
American Railway Development Association.—P. R. Farlow, Illinois Central, 135 E. Eleventh Pl., Chicago 5, Ill.

American Railway Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Annual meeting, March 17-19, 1952, Palmer House, Chicago, Ill.

American Railway Magazine Editors' Association.—G. L. Zirbes, Jr., Rock Island Lines News Digest, La Salle Street Station, Chicago 5, Ill. Annual meeting, October 13-15, 1952, Santa Fe, N. M. American Short Line Railroad Association.—C. F. Huntley, 2000 Massachusetts Ave., N. W., Washington 6, D. C. Annual meeting, October 3-4, 1952, St. Francis Hotel, San Francisco, Calif.

American Society for Testing Materials.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Annual meeting, June 23-27, 1952, Hotel Statler, New York. (Includes Exhibit of



rates while the switch was being made.

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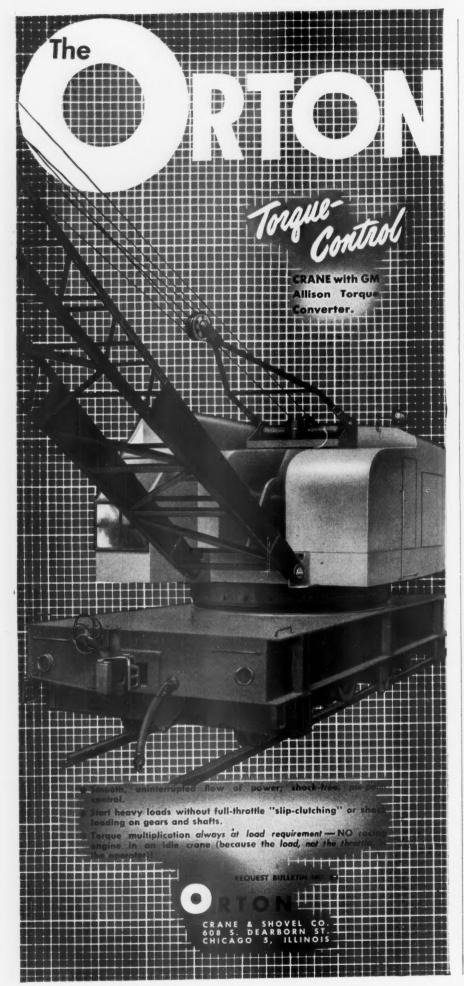
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AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—
C. E. Davies, 29 W. 39th St., New York 18, N. Y. Semi-annual meeting, June 15-19, 1952. Sheraton-Gibson Hotel, Cincinnati, O. Annual meeting, November 30-December 5, 1952, Hotel Statler, New York.

Paileral Division 15.

New York.

Railroad Division — E. L. Woodward, Railway Mechanical and Electrical Engineer, 79 W. Monroe St., Chicago 3, Ill. Semi-annual meeting, June 17-18, 1952, Sheraton-Gibson Hotel, Cincinnati, O. American Wood-Presenters' Association.—W. A. Penrose, 839 Seventeenth St., N. W., Washington 6, D. C.

Associated Traffic Clubs of America.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203
Federal Reserve Bank Bldg., Cincinnati 2, O. Annual meeting, October 20-22, 1952, Hotel St. Paul, St. Paul, Minn.

Association of American Raliboan Division Commerces.

Federal Reserve Bank Bldg., Cincinnati 2, O. Annual meeting, October 20-22, 1952, Hotel St. Paul, St. Paul, Minn.

Association of American Rairoad Dining Car Officers.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, October 14-16, 1952, Palace Hotel, San Francisco, Cal.

Association of American Rairoads.—George M. Campbell, Transportation Bldg., Washington 6, D. C. Operations and Maintenance Department.—J. H. Aydelott, Vice-president, Transportation Bldg., Washington 6, D. C. Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating-Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 21-23, 1952, Edgewater Gulf Hotel, Edgewater Park, Miss.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 20-22, 1952, New Orleans, La. Frieight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Safety Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Safety Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Electrical Section of the Engineering and Mechanical Divisions.—S. W. Marras, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 17-19, 1952, Palmer House, Chicago, Ill.

Signal Section.—R. H. C. Balliet, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 20-20-ctober 1, 1952, Chateau Frontenac, Quebec, Can.

Mechanical Division.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 20-20-ctober 1, 1952, Chateau Frontenac, Quebec, Can.

Can.
Mechanical Division.—Fred Peronto, 59 E. Van
Buren St., Chicago 5, III. Annual meeting, June
24-26, 1952, Fairmont Hotel, San Francisco, Cal.
Purchases and Stores Division.—John L. Timanus,
Transportation Bldg., Washington 6, D. C.
Freight Claim Division.—C. C. Beauprie, 59 E.
Ver Buren St. Chicago 5. III.

Purchases and Stores Division.—John L. Timanus, Transportation Bldg., Washington 6, D. C. Freight Claim Division.—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington 6, D. C. Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C. Finance, Accounting, Taxation and Valuation Department. — Arthur R. Seder, Vice-president, Transportation Bldg., Washington 6, D. C. Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, June 10-13, 1952, Book-Cadillac Hotel, Detroit, Mich. Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, September 9-11, 1952, New Ocean House, Swampscott, Mass.

Mass.
Traffic Department—Walter J. Kelly, Vice-President, Transportation Bldg., Washington 6, D. C. Association of Interstate Commerce Commission Practitioners.—Miss Sarah F. McDonough, Executive Secretary, 2218 I.C.C. Building, Washington 25, D. C. Annual meeting, May 13-14, 1953, St. Francis Hotel, San Francisco, Cal.
Association of Raliboan Adventising Managers.—C. D. Perrin, Asst. Secy., 85 West Harrison St., Chicago 5, Ill.
Association of Raliboan Claim Agents.—F. L.

C. D. Perrin, Asst. Secy., 85 West Harrison St., Chicago 5, Ill.

Association of Railway Claim Agents.—F. L. Johnson, Gulf, Mobile & Ohio, 104 St. Francis St., Mobile 5, Ala. Annual meeting, June 10-13, 1952, Mount Royal Hotel, Montreal, Quebec.

Bridge and Building Supply Men's Association.—L. R. Gurley, Modern Railroads, 201 N. Wells St., Chicago 6, Ill.

Canadian Railway Club.—C. R. Crook, P.O. Box 162, Montreal 3, Que. Regular meeting, second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

Car Department Association of St. Louis.—D. W. Kramer, Relay Depot Mail Room, East St. Louis, Ill. Regular meetings fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

Car Department Officers' Association.—F. H.

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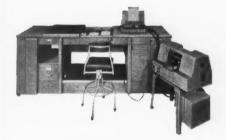


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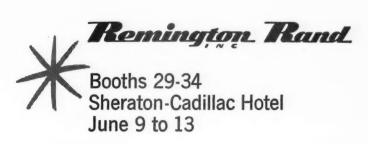


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Stremmel, 6536 Oxford Ave., Chicago, 31, III. Annual meeting, September 15-17, 1952, Hotel Shermen, Chicago, III.

"Car Foremen's Association of Chicago.—W. H. LaMon, 1307 Maple St., Downers Grove, III. Regular meetings, second Monday of each month, except June, July and August, LaSalle Hotel, Chicago, III.

cept June, July and August, LaSalle Hotel, Chicago, Ill.

Central Railway Club of Buffalo.—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

Eastern Association of Car Service Officers.—H. C. Rochester, Canadian National, 891 Notre Dame St., West Montreal 3, Que.

Eastern Car Foreman's Association. — W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

Locomotive Maintenance Officers' Association.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

MAINTENANCE OF WAY CLUE OF CHICAGO.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, which is third Monday, at Eitel's Restaurant, Field

Master Boiler Makers' Association. — A. F. Stiglmeier, 29 Parkwood St., Albany 8, N. Y. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

Metropolitan Maintenance of Way Club.—John S. Vreeland, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October, and December. Annual outing, June 19, 1952, Out O'Bounds Aero & Golf Club, Suffern, N. Y.

Military Railway Service Veterans.—Carl N. Rydin, 605 Railway Exchange, Chicago 4, Ill. Annual meeting, September 19-20, 1952, Hotel New Yorker, New York.

National Association of Railroad and Utilities

Yorker, New York.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Austin L. Roberts, Jr., 7413 New Post Office Bldg., Washington 4, D. C. Annual meeting, November 10-13, 1952, Hotel Marion, Little Rock, Ark.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS,—C. L. Denk, Jr., Fulton Bag & Cotton Mills, 170 Boulevard Elsas, S.E., Atlanta 3, Ga. Annual meeting, October 7-9, 1952, Hotel Jefferson, St. Legick M.

NATIONAL ASSOCIATION OF SHIFTENDERS ASSOCIATION.— C. L. Denk, Jr., Fulton Bag & Cotton Mills, 170 Boulevard Elsas, S.E., Atlanta 3, Ga. Annual meeting, October 7.9, 1952, Hotel Jefferson, St. Louis, Mo.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.— Miss Lois E. Casavant, 930 F St., N. W., Washington 4, D. C. Annual meeting, October 27-29, 1952, Hotel Statler, New York.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE. — Edward F. Lacey, 909 Kass Bidg., Washington 5, D. C. Annual meeting, November 20-21, 1952, Hotel Statler, New York.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—J. B. Templeton, Templeton, Kenly & Co., 1020 S. Central Ave., Chicago 44, Ill. Lewis Thomas, Asst. Secy., 59 E. Van Buren St., Chicago 5, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION. — R. S. James, Denver & Rio Grande Western, Rio Grande Building, Denver 1, Colo. Annual meeting, October 21-23, 1952, Morrison Hotel, Chicago, Ill. New Encland Railroad Club.—William M. Mc. Combs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except May, June, July, August and September, Hotel Vendome, Boston, Mass.

New York Railroad Club.—C. T. Stansfield, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midmay Club, 1931 University Ave., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul 1, Minn. Regular meetings, third Monday of each month, except Ju

Wigheld, Northern Facinc Ry., Room 1154, G. G. Bldg., St. Paul I, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

Pacific Railway Club, — S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Sir Francis Drake Hotel, San Francisco, Cal., and Elks' Temple, Los Angeles, Cal.

Railway Business Association.—P. H. Middleton, 38 S. Dearborn St., Chicago 3, Ill. Annual meeting, November 21, 1952, Waldorf-Astoria, New York. Railway Club of Pittsburgh.—G. E. Morrison, act. sec'y., 2710 Koppers Bldg., Pittsburgh 19, Pa. Regular meetings, fourth Thursday of each month, except June, July, August, September and December, Fort Pitt Hotel, Pittsburgh, Pa.

Railway Electric Supply Manufacturers' Association. — J. McC. Price, Allen-Bradley Company, 445-447 N. LaSalle St., Chicago 10, Ill. Exhibit in conjunction with the meetings of the Coordinated Mechanical Associations, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

Railmoad Fuel and Trayeling Engineers' Association.—L. H. Peters, New York Central, Room 1213, 139 W. Van Buren St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

Railway Supply Manufacturers' Association. — A. W. Brown, 60 E. 42nd St., New York 17, N. Y. Railway Tiergham and Telephone Appliance Association. — G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R. Railway Tie Association. — Roy M. Edmonds, 1221 Locust St., St. Louis 3, Mo. Annual meeting, October 22-24, 1952, Jung Hotel, New Orleans, La. Roadmakters and Maintenance or Way Association.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, October 22-27, 1952, Conrad Hilton Hotel, Chicago, Ill.

Dearborn St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

St. Louis Railroad Diesel Club.—F. C. Whitlock, Terminal Railroad Association of St. Louis, 376 Union Station, St. Louis 3, Mo. Regular meetings, second Tuesday of each month, Hotel York. Dinner, 6:45 P.M., meeting 8 P.M.

Signal Appliance Association. — G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section. Southeastern Railway Diesel Club. — H. W. Brewer, Seaboard Air Line, Jacksonville, Fla. Regular meetings, second Tuesday in February. April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

Southern and Southwestern Railway Club. — A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

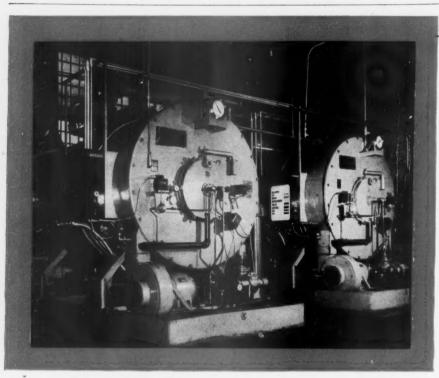
Southern Association of Car Service Officers.—F. I. Umhau, Southern Ry., Atlanta, G.

Toronto Railway Club.—J. A. North, P.O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July, and August, Royal York Hotel, Toronte, Ont.

Track Supply Association.—Lewis Thomas, Q and Company, 59 E. Van Buren St., Chicago 5, Ill.

Western Railway Club.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill.

Western Association of Railway Tax Commissioners,—M. L. Boydston, 516 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, 12:15, first Wednesday of each month, except July and August, Traffic Club, Palmer House, Chicago, Ill.



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\*See article in this issue.

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one of baffle type discharge nozzles in engine space for total flooding with



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#### **Current Publications**

MAP

Freight Rate Territorial Map of the United States. In color. Available from W. T. Burns, vice-president—traffic, Union Pacific, Omaha 2, Neb.

The 1952 edition of this widely used map defines the new trans-continental groups as published in Trans-Continental Territory Directory No. 5 which took effect last December 1. It also includes a chart showing corresponding groups in Trans-Continental Territorial Directories 40 and 41.

Reference to a chart will show the user which rate bureaus or committees have jurisdiction over rates between points in any of the numbered areas on the map and points in any other numbered area.

#### BOOK

Air Transportation Management; Its Practices and Policies, by Joseph L. Nicholson. 446 pages, John Wiley & Sons, Inc., 440 Fourth ave., New York 16. \$6.50.

Instead of an historical or descriptive approach, this book probes the economic aspects of day-to-day operation as well as long-term profits and losses of airlines, with special emphasis on the role of government in the industry. Chapters cover: Federal interest in development of air transportation through World War II; domestic routes; international, overseas and territorial airlines; feeder or local sérvice airlines; airways and airports; safety, meteorology, and communications; federal regulation; rates; economics of airline transportation; airline organization and management: employment problems: airline finances; equipment and maintenance; airline insurance; mail; passengers; air express; air freight; helicopter lines; and economic effects of regulated and subsidized competition.

#### PAMPHLETS

Statistics of Steam Railways [in Canada] for the Year Ended December 31, 1950, prepared in the Transportation Section, Public Finance and Transportation Division, Dominion Bureau of Statistics. 166 pages. Dominion Bureau of Statistics, Department of Trade and Commerce, Ottawa, Ontario, Canada. 50 cents.

The first section of this book contains statistics for the years 1945 through 1950 for Canadian railways as a whole. The statistics cover mileage, investment, income, operation, taxes, employment, traffic, equipment, fuel and accidents. The second part contains similar statistics, by individual railroads, for 1950 only.

International Railway Statistics, Year 1950. 159 pages. General Secretariat of the International Union of Railways, 10 Rue de Prony, Paris XVII, France.

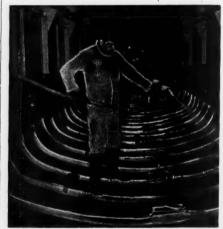
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